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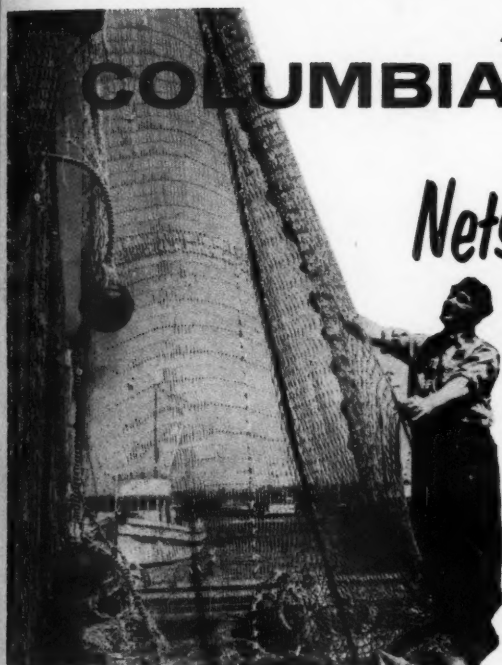
# NATIONAL FISHERMAN

JULY  
1958

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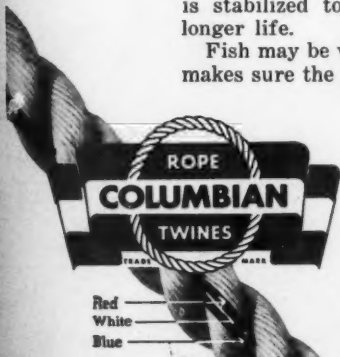
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## The Lookout

### Quality Vigilance Needed

Some pertinent remarks on quality in the fishing industry were made by J. Angus MacLean, Canadian Minister of Fisheries, at the recent meeting of the Fisheries Council of Canada. In his address, delivered at Halifax, he stated:

"All concerned with the development of the consumer market for fish in North America must accept the fact that we are dealing with a highly perishable product, and everything possible must be done at all stages of catching, landing and processing to ensure consistently high quality.

"Nutritionally, fish has a good name and as a food it is one of the types best suited for modern urban living. Unfortunately, in many consuming areas fish has inherited a reputation of questionable quality.

"Today, however, there is no physical impediment to providing top quality fish in every major center of population. It may be true that facilities in some areas are inadequate, but in no case is the lack of knowledge an excuse for poor quality. This knowledge is available for all phases of catching and preservation at sea, handling and processing in plants, transportation, and distribution.

"At the consumer level the old problems of bones and cooking odors are no longer a factor. But despite all these facilities and modern improvements, questionable quality is still turning away potential consumers.

"One of the difficulties I think arises from the fact that fish on its way to the consumer passes through many hands. This presents an opportunity for each branch of the industry to blame someone else when the quality of the end product is not as good as it should be.

"Actually, of course, a great deal of good quality fish is being sold today, but there is still enough "off-quality" product to make it impossible to defend ourselves against all comers and to knock out forever the idea that if it is fish it must be questioned.

"There appears to be only one correction to this problem and that is rigid, tough inspection at all levels. The Department of Fisheries has gradually built up its Inspection Service, but there has been a tendency to take a lenient attitude when toughness would result in losses to the operator and particularly losses to the fisherman.

"Many fishermen have only one market for their product and to close a plant would cut off that market. These are difficult cases, but the damage that is being done to the entire industry is a very high price to pay for allowing these things to go on."

# NATIONAL FISHERMAN

The Fishing Industry Magazine

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## ► Mills Bill Passes House

The House in June passed and sent to the Senate the Mills bill, to amend and extend the Trade Agreements Act for five years, as recommended by the Administration.

The Mills bill would extend the authority of the President to enter into reciprocal trade agreements for five years. Pursuant to such agreements the President would be able to reduce tariff rates existing on July 1, 1958: by 25 percent, with no yearly reduction exceeding 10 percent of the duty rate; by 2 percentage points ad valorem, without any yearly reduction exceeding 1 percentage point; or to 50 percent ad valorem if an existing rate of duty is in excess of that amount, with no more than one-third of the total reduction occurring in any one year.

For the purpose of compromise, and with the approval of the Administration, the Committee recommended nine provisions that are designed to restrict the President's authority in the trade agreements program. Chief of these would amend the escape clause procedure to provide that in cases where the President has disapproved the recommendations to the Tariff Commission for tariff relief for a domestic industry, the President's action may be overturned by a two-thirds vote of both houses of Congress in a concurrent resolution.

## ► Fishery Loan Fund Changes

Changes in the regulations governing the granting of loans made from the Fishery Loan Fund were proposed by the Department of Interior in a Notice of Proposed Rule Making published in June.

The Fishery Loan Fund was established to make loans for financing and refinancing of operations, maintenance, repairs, replacement and equipment of fishing vessels and fishing gear and for research into basic problems of the fisheries.

Under the proposed changes, fishery marketing cooperatives could qualify as applicants for loans. However, any money loaned could be used only in that part of the cooperative activities which relate to vessel operations. The law does not provide funds for use in activities generally considered as marketing.

## ► Metal Lobster Containers

The ingenuity of a Gloucester, Massachusetts man, Joseph Mellow, has successfully developed a method of packing and shipping live lobsters in large metal containers.

For years attempts have been made to find a new way and more satisfactory methods of shipping lobsters. The customary way of packing them for shipment is in wooden barrels, wooden boxes, or cartons.

The lobsters were placed in the specially constructed wooden containers in which they could be iced

# FISHERY PROGRESS

on all sides, top, and bottom. It proved successful but there was the problem of excess weight and the danger that the container might be smashed in shipment.

Mellow decided to try a galvanized barrel like those used for trash. He had the interior constructed the same as the wooden barrels with the addition of a plastic lining and a special ring for the top so that the cover would be sealed tightly and nailed.

He has shipped lobsters to every State and as far as Guatemala and Honolulu. Mellow claims the cost is only a few cents more and guarantees that live lobsters will arrive at their destination as lively as the day they were packed, provided the shipping period is not over four and a half days. By using air freight deliveries to the Far East are made within a 24 hour period. Until now the container has been used for shipping directly to the consumer rather than to the dealer.

## ► Panama In Shrimp Association

As provided in the original organizational plan, the Shrimp Association of the Americas has expanded to include the Republic of Panama, in addition to the charter countries of Mexico and the United States.

This most recent action took place in Mexico City during the Association's seventh annual convention. The Pearl Island Seafood, Inc., Panama City, was voted into membership, and its two representatives, Roy Watson and Ed Edmons, were elected to the Board of Directors.

Newly elected officers, to serve for the coming year are: president, John Mehos, Galveston, Texas; chairman of the board, John Ferguson, Fort Meyers Beach, Florida; vice president, Donald Sahlman, Tampa, Florida; vice president, Agustin de la Barra, Mazatlan, Sin.; secretary, Hernando de Cima, Guaymas, Son.; treasurer, J. R. Clegg, Brownsville, Texas.

## ► Interior Grading Services

Inspection and grading services for fishery products became the responsibility of the Department of the Interior on July 1, 1958, assistant secretary Ross Leffler announced.

These responsibilities were recently transferred from the Department of Agriculture by the Bureau of the Budget in accordance with the Fish and Wildlife Act of 1956. Regulations to govern the grading and inspection services as a function of the Department of the Interior were adopted on June 30.

Inspection and grading services are available on a free basis to processors who meet the existing voluntary Federal standards of quality for

fishery products. The standards are devised by the Bureau of Commercial Fisheries, U. S. Fish and Wildlife Service and are promulgated by the Department of the Interior.

## ► FAO Meeting on Costs, Earnings

An international meeting on Costs and Earnings of Fishing Enterprises will be held in London in September. It has been organized by the Food and Agriculture Organization of the U. N. The 77 member Governments of FAO have been invited to send experts to it.

"The meeting will focus attention on many questions of crucial interest to all sections of the world's fishing industries and Governments", according to the Director of the FAO Fisheries Division. "Governments everywhere are so involved in the maintenance and development of fishing industries that they are directly concerned with the costs and earnings, as much as the employers and employees.

"Subsidies, credit schemes, tax and duty concessions, port and shore facilities, insurance, price support are some examples of Government participation in the fishing industry.

"The meeting in September will enable the experts on costs and earnings to exchange views and experiences and discuss the methods used to study the subject in various countries."

## ► Would Buy At Foreign Yards

The New England Council recently urged Congress to amend the existing law and permit American commercial fishermen to buy new fishing vessels in foreign shipyards. The Council said that fishermen at present cannot have their vessels built in foreign yards where the cost is substantially lower.

This requirement puts U. S. fishermen at an economic disadvantage in competition with those from other countries who sell fish in American markets the council said.

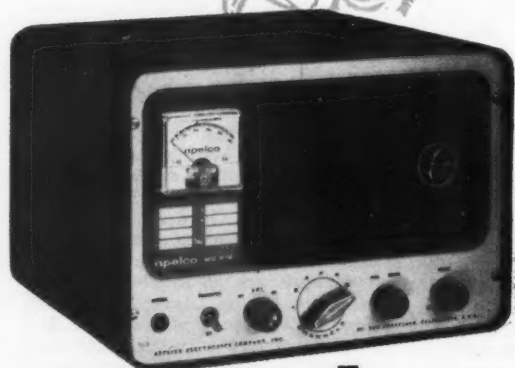
"If this economic handicap is not removed, we favor a construction subsidy for American fishing boats built in American yards, as is granted the U. S. Merchant Marine."

## ► Fish Hooks vs Nets

Nearly 14 million fish hooks of assorted sizes and more than a million crab, lobster, and crawfish pots are part of the fishing gear used in the American industry.

Despite the figure only 11 percent of the annual fish catch is taken by these types of gear. Department of the Interior records show that the purse seine and the otter trawl bring in about 70 percent of food and industrial fish. Gillnets and stop seines account for the rest.

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# Russian Activity in Grand Banks Explained

Soviet fisheries progress, Canadian scallop interest highlight

Northwest Atlantic Fisheries Commission meeting at Halifax

Soviet crews caught more tons of red fish in one area off Newfoundland's Grand Banks in a few months than did those from the United States in an entire year. That was the report of Massachusetts Commissioner of Natural Resources, Frances W. Sargent, who represented the United States at the eighth annual meeting of the International Commission for the Northwest Atlantic Fisheries in June at Halifax, N. S., as one of the three Presidential appointees.

Sargent added, he was greatly impressed by the scientific manner in which Russian trawlers have been scooping up fish off the Grand Banks in great quantity, and then processing the catch for the market, there on the high seas. The Soviets have just begun to fish off the banks. U.S.S.R. minister of Fisheries, A. A. Ishkov, offered apologies for such a small catch, explaining they were still experimenting.

The advanced scientific research that Russia is employing on the fishing banks, the size of the trawlers and the training given the Soviet fishermen before they are sent out, impressed not only Sargent but those delegates from 10 other nations holding membership in the commission. Every aspect of the Russian operation was approached from the scientific viewpoint, Sargent said. Fishery scientists even are aboard every vessel.

He said Ishkov called premature the reports that Soviet crews are now funneling in fish by the ton after throwing out electric rays to attract the fish, but the fisheries minister said his scientists were working on the plan. Ishkov dismissed an inquiry from one delegate as to whether Russia was using submarines to send back data from the fishing grounds. In any event, said Sargent, it was clear that the last thing Russian fishermen are doing is trying to emulate American fishermen.

On the contrary, their vessels are more than three times the size of U. S. trawlers, with crews of 100 instead of around 20. Rather than returning immediately to port, as do most American vessels after a reasonable catch, Soviet crews clean and render the fish, throwing nothing away; cut it up; then package and freeze it. They remain at sea until the holds are filled with the finished product, then they sail for home with the packaged goods ready for market.

Sargent said that several delegates questioned whether the United States could duplicate such an operation as fishing, processing, freezing, and packaging at sea, because of the various unions involved. There is a fisherman's union, a seafood worker's union, and probably more, involved in a process that would encompass the production line from the catch to marketing.

Soviet Russia and West Germany participated for the first time as full fledged members at the annual meeting. Russia had observers in attendance at last years meeting in Lisbon, Portugal, but in the interim applied for membership. Other members of the commission include the United States, Canada, Denmark, France, Iceland, Italy, Norway, Portugal, Spain, and the United Kingdom.

Preservation of the vast fisheries resources in the Northwest Atlantic is the major aim of the commission formed in 1951. Klaus Sunnana, commission chairman and one of Norway's two delegates, opened the initial session at Dalhousie University, Halifax. Frances W. Sargent, Arnie J. Suomela, commissioner of the U. S. Fish and Wildlife Service, and Bernhard Knollenberg, noted historian and conservationist from Chester, Conn., comprised the three-man American commission.

John F. Linehan of New Bedford, Mass., a member of the U. S. commission's advisory board, was a observer at the meeting. Dr. Lionel A. Walford of the U. S. Fish and

Wildlife Service sat as chairman of the ICNAF scientific and statistical committee. Chief of the Atlantic Oceanographic Research Center, Bureau of Commercial Fisheries, Dr. Walford is one of the top scientific advisers to the conference. He said it would be four to five years before fish studies now being taken can yield an efficiently accurate picture of the sea's resources.

## Permanent Conservation Committee

Commissioners and their scientific advisers heard the need stressed for the exchange of information on results of research into the life of the two main Atlantic species, haddock and cod. Reports on scientific and statistical data were made to the full commission for action, including a Canadian proposal to include scallop fisheries under the commission's jurisdiction. Scallops, being shell fish are not under commission regulations or jurisdiction for research or conservation purposes.

The commission considered the establishment of a permanent committee for studying the technical and practical aspects of the mesh regulations and any other proposed conservation measures. The commission's policy is aimed at conservation of the fishery resources by allowing the escape of small fish which are otherwise wasted when caught in smaller fish nets. Regulations for subarea 5, where New Bedford's fleet fishes, includes the use of a 4½-inch mesh net designed to conserve undersize haddock, previously destroyed at sea.

A review in the progress of the study of the feasibility of the use of 10 percent annual exemption to the haddock-cod regulation in subarea 5 was also made. The exemption proposal includes the following: A vessel in the area having aboard a net or pieces of netting less than the minimum size shall be presumed to be fishing for species other than haddock or cod. If the vessel, in process of fishing for species other than haddock or cod catches a quantity of the latter, the catches of haddock and cod shall not exceed 5,000 pounds to 10 percent of the vessel's total catch annually. Penalties are provided for violations, including a \$1,000 fine or imprisonment for not more than a month or both.

Dr. Walford, said a big step toward settling the rate at which cod should be fished is the exchange of earbone study growth factors involved in the fishing. Gunnar Rollesfen, Norwegian commissioner, said his country would undertake such experiments. He invited scientific representatives of member nations to observe the experiments.

Norway also proposed to conduct experiments off Greenland to determine fish yields from various types and sizes of nets and dragger equipment, following a Canadian announcement that her fishermen operating off the Atlantic provinces and New England would be forced to carry only one type of net on draggers. Angel Sagaz commissioner for Spain, said his country would make observations on commercial fishing vessels and report results to the commission, and Russia's commissioners also agreed to contribute information.

## To Consider Scallop Jurisdiction

Canada's increasing interest in scallops was evident as she moved that scallops be included in ICNAF's jurisdiction for regulatory purposes. Until recently, deepsea scallops were almost exclusively an American enterprise, with New Bedford the leading producer. Canada's request for international regulation shows she intends to build a scallop fishery in an area the United States has had to itself for years. ICNAF recommended the proposal

(Continued on page 31)



# New Fishery Law Suits Reviewed

By Leo T. Parker, Attorney at Law

A FEW weeks ago the writer returned from rather extensive travels. While on this trip I talked personally with numerous persons and officials of companies engaged in catching, taking, and processing fish, oysters, etc. I learned that many of these persons have legal problems which they want to solve. For the benefit of all readers of NATIONAL FISHERMAN I reviewed numerous late and leading higher court decisions on which to base this important legal article. The court citations described in this and following issues, will assist readers and their lawyers to win unavoidable suits. Also, knowledge of the cause and outcome of these new higher court decisions will enable readers to prepare to avoid expensive law suits. Readers may want to clip and file away this article for future reference.

## Negligence of Boat Owner Caused Injury

A few weeks ago a higher court clearly laid down law, as follows: "If an employee on a fishing boat is injured as a direct result of the boat owner's negligence in keeping the boat in reasonably safe condition, the employee may recover heavy damages from the boat owner."

For example, in *Lang v. Coast*, 294 Pac. (2d) 341, it was shown that an employee on a fishing boat was seriously injured when a hatch beam held in place by defective locking device pulled loose, causing the hatch board to drop into a hole and strike the employee.

The testimony showed that one of the locking devices was rusty and bent. It was this beam that was pulled loose causing injuries to the employee.

In holding the boat owner liable to the injured employee for \$15,000.00 damages, the higher court said that there was substantial evidence warranting the jury in not only holding that the boat was "unseaworthy" but also that the boat owner was negligent in keeping the boat in reasonably safe condition.

For comparison, see the case of *Grillea v. America Shipping*, 229 Fed. Rep. (2d) 687. The testimony in the leading higher court law suit showed that an employee on a boat was seriously injured when he fell through an open hatch. Further testimony proved that a beam had not been put in place because of a defect, but that this properly placed beam would not have stopped the employee's fall through the hatch. In other words, the evidence did not prove conclusively that the defect in the hatch or the beam was a proximate cause of the employee's injuries. Therefore, the higher court held the boat owner not liable for \$55,000.00 damages, for which the employee sued.

## Violated Statutory Rule

A few weeks ago a higher court held that the negligence of one fishing boat operator which sinks another fishing boat results in the negligent operator being liable for the full value of the sunk boat.

For illustration, in *Webb v. Davis*, 236 Fed. (2d) 90, it was shown that in November, shortly after 7:00 A.M., in clear calm weather, a collision occurred between two fishing boats, the *Dixie B.* and the *Dewey*, off the coast of North Carolina. The *Dixie B.* was a wooden trawler 70 feet in length, with a beam of 18.5 feet, drawing 7½ feet of water and powered by a 170 hp. Diesel engine. She was manned by a master and two deckhands and was engaged in shrimp fishing. The *Dewey* is a menhaden vessel, 105 feet in length, 22 feet in beam and draws 7½ feet of water. Along the shore of Cape Lookout in this area are shoals through which there is a channel or passageway known as the slough. The *Dixie B.* was sunk and became a total loss while the *Dewey* was almost uninjured. The owner of the *Dixie B.* filed suit against the owners of *Dewey* alleging that the collision was caused solely by the negligent navigation of the *Dewey*.



CHARLES WOODFIELD AND WALTER P. HUANG (left), owners of the United Lobster and Pools, Inc., Washington, D. C., were hosts of their grand opening in May. Two of their guests were Senator Margaret Chase Smith of Maine and Commissioner Ronald Green, Dept. of Sea and Shore Fisheries of Me., shown with the hosts. With capacity for 10,000 lobsters, the pool will simulate the natural habitat of the Maine lobster, and will assure consumers of the Washington area a continuous supply.

During the testimony it was shown that the pilot of the *Dewey* by foolhardy and inexplicable action crossed over to the *Dixie B.*'s side of the channel, without slackening speed or giving warning, after rounding a buoy in the center of channel.

The higher court held the owner of *Dewey* liable to the owners of the *Dixie B.* for \$40,000.00, the estimated value of the sunk boat.

"There was ample room for the boats to pass in safety after the *Dewey* passed the buoy, but after rounding the buoy instead of straightening out she continued in an arc-like curve to the west without slackening speed and without warning struck the *Dixie B.* amidships."

## Court Ordered Insurance Company to Pay Loss

Last month a higher court held that if a fire is started on an insured fishing-boat due to negligence of the boat owner, the fire insurance policy is automatically rendered void. There are many other cases, for instance, where the courts held that insurance companies need not pay a fire loss where the testimony showed that the fire started on the fishing-boat because of a defective stove; or that papers and combustible material was left laying around and employees were permitted to smoke; or combustible materials were stored in a location where a fire started by spontaneous combustion; and for many other similar reasons. However, last month this higher court held that an insurance company cannot avoid paying for fire loss of a fishing-boat unless the insurance company proves that the fire started due to negligence of the boat owner, or his employees.

For example, in *Saskatchewan Government Insurance Office v. Spot Pack, Inc.* 242 Fed. (2d) 385, the testimony showed facts, as follows: The fishing vessel *M/V Spot Pack* was destroyed by fire at sea. The vessel was insured for loss by fire but the insurance company refused to pay the loss on the grounds that the vessel was not seaworthy because there was no circuit breaker between the starboard generator and the main electric switchboard panel. However, the insurance company failed to prove that the fire destroying the vessel had started in any part of the electrical system because of absence of circuit breakers. The testimony proved that the vessel put to sea for a short fishing voyage. In the darkness with the starboard gener-

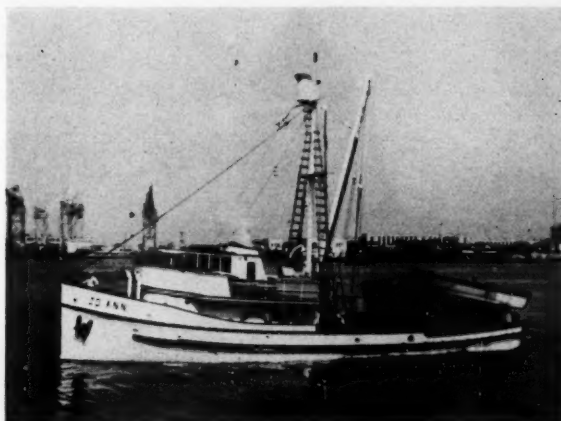
(Continued on page 39)



# New Freezing Method for Tuna Purse Seiners

Combination coil, brine system  
freezes without auxiliary ice

"JO ANN" 79' tuna purse seiner, owned by Capt. George Moskovita of Astoria, Ore., has new combination coil, brine refrigeration system.



**R**ECENTLY, a new method for freezing tuna on vessels has been developed by a practical Pacific Coast Engineer with 14 years of experience in the use of standard coil and brine-freezing methods. The system has been installed and used for six trips since the first of 1957 and in at least one trip, it has been subjected to severe tests. Since the standard-type coil system does not have the capacity to freeze large lots of fish without auxiliary ice, purse-seine vessel owners are enthusiastic about the possibilities of the new system.

Many tuna purse-seiners equipped with the standard coil system have been faced with the costly job of converting to a brine-freezing system or being forced out of the highly competitive tuna fishery. The new system, which according to reports, can be installed for about \$10,000 on vessels with coil equipment, would make it possible for such tuna purse-seine vessels to compete with vessels equipped with the brine-freezing system.

The problem that has plagued the tuna vessels equipped with a standard coil refrigeration system has been one of providing refrigeration to freeze a large tonnage of fish under the handicap of high water and air temperatures.

According to the inventor, the new refrigeration system is essentially a brine system that builds a reserve of ice to meet refrigeration needs with a minimum of machinery. He says that further experimentation is necessary before the most efficient installation can be developed.

At the present time, the system has been installed aboard the *Jo Ann* owned by Capt. George Moskovita, of Astoria, Oregon. The *Jo Ann* is a standard Pacific Coast type purse seiner with a length of 79 feet, a beam of 22 feet, and a draft of 10 feet. The capacity of the vessel prior to the installation of the new system was 110 short tons of frozen tuna. With the method, the capacity is slightly less.

The system consists of the standard type ice machine and coils. The regular coils have been augmented by a smaller coil, which is placed above the regular coils. Water is circulated and sprayed on the refrigerated coils, gradually building up a large mass of ice as much as a foot in diameter on the coils. The entire hold has been made into a watertight compartment.

The fish are placed in the hold and brine-water is released into the watertight compartment. The ice which has built up around the coils melts and cools the brine-water. The cold brine-water is then circulated to freeze the fish. In addition, more water is sprayed on the coils and as that cold water drips on the fish it chills them.

The addition of catches on top of already frozen fish seems to have no effect, the frozen fish being sufficiently cold so that they are not thawed out. In fact, the ice that has been built up on them is helpful in cooling the brine-water which is being circulated to freeze the new catch.

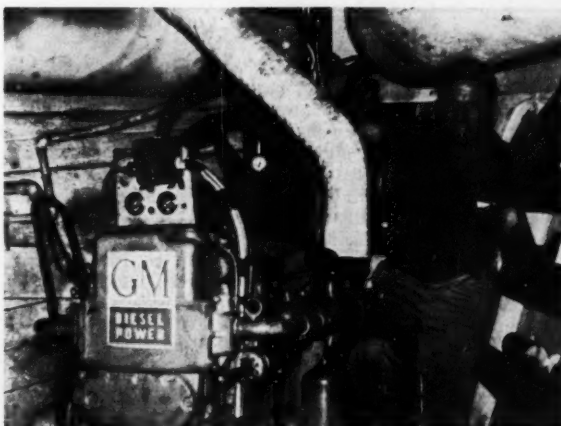
Benefits anticipated from the new freezing system include an increased efficiency in loading and unloading, because the fish can be brought aboard and stowed below in half the time required on a standard coil vessel. This is an extremely valuable factor when the fish are schooling. At that time every hour gained can be worth days and weeks of searching. In the new method, the fish are brailled directly from the water into the hold through the hatch or the manhole, instead of being first brailled on the deck and stowed below later, as is the custom in the vessels equipped with standard coil systems.

The quality of the fish is expected to be better because it will be in the hold and under refrigeration in about half the time previously taken. Getting the fish under refrigeration as rapidly as possible is vital when it is considered that the temperature of the fishing grounds is often as high as 85 to 90 degrees F. with an air temperature of 100 to 120 degrees F.

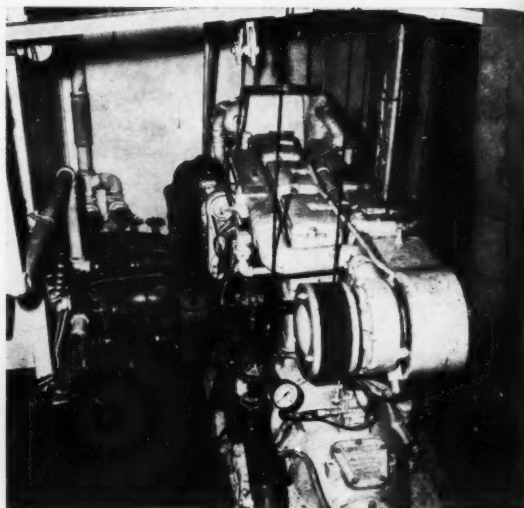
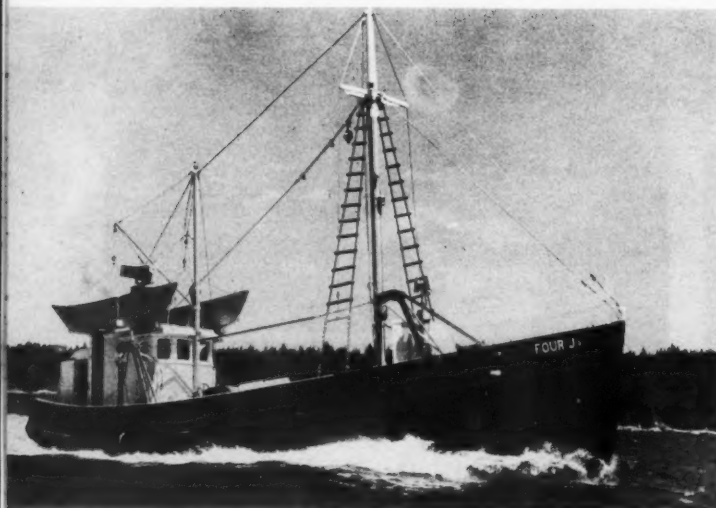
The back breaking work of going below and icing fish, which is necessary in vessels equipped with the conventional coil method, may virtually be eliminated. With the new way, one or two men would go, below when the fish are being brailled into the hatch, and simply steer the fish so that they lay fore and aft.

## Hold Divided in Three Parts

The *Jo Ann's* hold is divided into three compartments extending fore and aft for the full length of the storage space. The three compartments keep the fish from rolling about in the hold and damaging themselves or piling up on one side of the vessel and causing a list. The compartments also aid in unloading as one compartment can be



Capt. George Moskovita, owner of the "Jo Ann", shown with 3 cylinder General Motors Diesel that runs the ice machine.



The new 59' dragger "Four Js", built by Harvey F. Gamage, So. Bristol, Me. for Capt. John S. Cottle, Point Judith, R. I. Her power plant, at right, is 230 hp. Cummins Diesel with 4:1 Capitol hydraulic reverse-reduction gear.

## New Maine-Built Dragger at Point Judith

THE 59-foot dragger, *Four Js*, was launched and delivered to the Point Judith, R. I. fleet last month, by Harvey F. Gamage, Shipbuilder, of South Bristol, Maine, for the owner, John S. Cottle. The name of the boat is derived from the surnames of the owner, his wife Jane, and two sons Jeff and Jimmy. She is skippered by her owner and carries a crew of five.

The *Four Js* is powered by a Cummins NRTO-6-M Marine Diesel rated 230 hp. at 1850 rpm. With a 4:1 Capitol hydraulic reverse and reduction gear, the engine drives a Columbian 4-blade, 48 x 38 propeller on a 3-inch Tobin Bronze shaft, with flax packed stern bearing and stuffing box manufactured by Hathaway Machinery Co. Inc. The vessel carries 1,200 gallons of fuel in four welded steel tanks. The batteries are Surrutte, 32-volt, 8HHG-21. Pumps include one Edson hand operated deck pump and two pumps, main engine driven, for bilge and washdown use.

There is a removable section in aft hold bulkhead for getting the engine out to avoid taking off the pilothouse.

The electronic gear is located in the pilot house and

Captain's stateroom, and includes a Bendix Automatic steerer, Bendix MR 3 B radar, Apelco AE 56 M radio telephone, R. C. A. electrasonic sounding machine, R. C. A. electrasonic Fischlupe and two KD 6B APN 4 Loran sets. One built-in berth, chart table, locker and storage space is also provided in the captain's stateroom.

The *Four Js* has a beam of 17 feet. She has 8-inch sided oak keel; 2 3/4 x 3 1/4-inch laminated oak frames; 1 1/4-inch mahogany planking; and 2 1/4-inch pine decking. Fastenings are galvanized.

The fo'c's'le has five built-in berths; a folding leaf mess table mahogany top; a Shipmate oil burning range; a galvanized fresh water tank of 175 gallon capacity; a stainless steel sink and a built-in ice refrigerator with fibreglass insulation. Berth fronts and trim throughout the fo'c's'le is mahogany. Dresser tops are Formica.

Main deck gear, manufactured by Hathaway Machinery Co. Inc., consists of Model 1353 winch, with 14 inch drums, two 5 x 4 inch gallow frames, and six 1335 blocks. Life saving equipment includes two Pottle built, 13-foot dories.

(Continued from preceding page)

completely unloaded to the bottom, and then it is easier to unload the two on either side.

Formerly, when the fish were brailled on deck, it was necessary for at least eight men to go below, break loose the ice that was carried by the vessel, and then have the fish passed down to them through manholes or the main hatch. The fish were then stowed in bins which were made of removable planks. Generally a layer of fish was stowed, and a layer of ice shoveled in on top of them. That process continued until the bin was filled and proceeded from bin to bin, until the vessel was fully loaded.

Due to the cramped quarters in which the men worked, and the large quantities of ice which were carried, there was much shifting of ice from bin to bin and a great deal of manual labor. All that work has been eliminated and the physical efficiency of the crew is not taxed as heavily, with the result that the crew will be able to concentrate their activity on capturing fish when they are running.

In the past after a heavy set, crews would be exhausted and would have to rest rather than fish the available schools. There is also the possibility that one or two men can be eliminated from the crew. This would result in an increase in earnings for the remaining crew members, and would amount to from \$75 to \$100 a crew member per trip for each man less.

During the third trip after the installation of the new freezing system, the *Jo Ann* fished on the West Coast of lower California and returned with a full load in eight days. Due to unloading difficulties, the vessel waited 20 days before unloading. The boat landed 124,000 pounds of yellowfin and 73,000 pounds of skipjack. Only 2,875 pounds of raw skipjack were rejected. There were no cooked rejects and the raw rejects were caused, according to the crew, by smashed fish due to large catches which prevented sorting. The trip served as a severe test for the new system of refrigeration and in the opinion of observers proved a complete success.

## SOUTH ATLANTIC

### Maryland Industrial Fish Industry Has Big Potential

Two changes in marketing that have affected the Maryland ocean fisheries, have been recorded recently by George J. Murphy, Fisheries Records Analyst for the State of Maryland. These changes were found in analyses of the records returned by licensed commercial fishermen and cooperating dealers along with the results of a field survey of the Ocean City fisheries.

One change involved industrial fish production. Ocean fishermen usually return the "trash" or industrial fish to the water. However, during 1957 a processor at Bishopville, Md. started reducing industrial fish and scrap from seafood for chicken feed. Several fish trawlers from Ocean City supplied industrial fish to this processor. From these trawlers the 1957 catch of industrial fish amounted to over five times that of 1956, while the 1957 value was over twelve times that of 1956.

The second change, that of a lower demand, caused declines in surf clam fishing effort and catch. These were due to internal changes of the industry, rather than to any depletion of surf clam beds. Surf clam beds can still support the same amount of fishing as practiced since 1953.

Declines in some seafood production during 1957 were noted, with smaller catches of croakers, gray trout and surf clams. However, 1957 totals for bluefish, fluke, spot, sea bass, industrial fish and conch showed apparent rises.

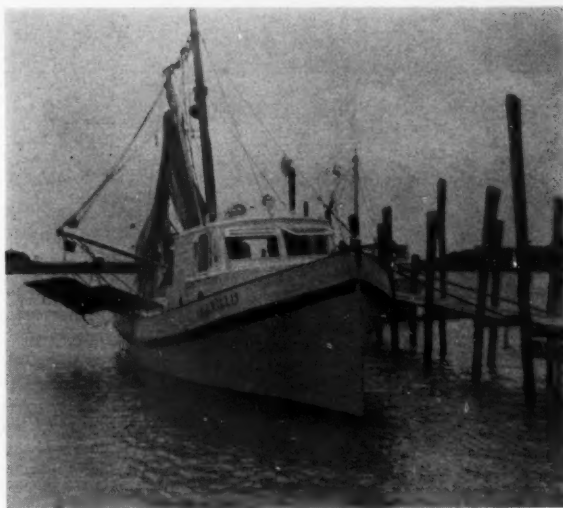
Dr. L. Eugene Cronin, director of the Chesapeake Biological Laboratory and Mr. Murphy agree that the market for industrial fish can probably be expanded greatly at Ocean City, Md. Possibly with expansion, facilities for processing would have to be located near Ocean City itself. A plant near this city should result in higher prices to the fisherman since transportation costs of raw fish would be effectively reduced.

#### Maryland, Virginia Potomac Agreement Close at Hand

There is considerable hope that the States of Maryland and Virginia are going to be successful in resolving their disagreements over fishing rights on the Potomac River. According to reports from Annapolis, a 10-member bi-State commission reported substantial progress toward uniform fishing laws and joint administration of the river. In 1957 Maryland repealed the Potomac Compact of 1785, after which Virginia filed suit in the United States Supreme Court challenging Maryland's repeal. Now the conferees have until October 13 to reach an out-of-court settlement.

Speaking at the meeting in Annapolis last month was David Wallace, director of the Oyster Institute of North America who declared that the two states should maintain presently productive public oyster beds through a shell-planting program financed by the two states; and should encourage private rehabilitation of barren beds by leasing them to individuals who would dump shell and plant seed oysters. The Potomac River, Wallace said, produces barely one-fourth as many oysters as it might if effective conservation practices were in operation.

As spokesman for about 80 per cent of the oyster industry of the United States, Wallace said that some 21,000 acres of the Potomac River bottom are now barren. He said the cost of rehabilitating these acres would be great and would have to be spread over several years. He stated that the only practical way to replenish the barren beds is through privately financed planting. As it is now Vir-



THE 45' "A. L. WILLIS", used for shrimping and crab trawling out of Awendaw, S. C. by Capt. James L. Munn, is powered with a General Motors Diesel.

ginia encourages private development; Maryland follows a policy of public development.

Contrasting Virginia's private development program with Maryland's, Wallace said that the per-acre oyster yield on private Virginia beds is roughly five times as great as on public beds.

#### Testing Slag for Maryland Oyster Beds

Maryland is trying a full-scale experiment this summer of using slag on oyster beds as culch for baby oysters to attach themselves to. John P. Tawes, chairman of the Fisheries Commission has announced that between 20,000 and 30,000 tons of the porous cinder material will be planted in the Chesapeake Bay to supplement the regular planting of oyster shells.

It is being obtained from Bethlehem Steel's Sparrows Point yard and all of it will be planted on natural bars in Chesapeake Bay. The State presently is planting all the oyster shells it can get, and is now near completion of placing 1,500,000 bushels on bars in the bay and its tributaries.

#### Oppose Leasing Maryland Oyster Rocks

The controversial plank for the leasing of barren oyster rock to private interests, included in the Republican State Platform, has drawn fire from two Eastern Shore Republican candidates for Senate.

Senate Minority Leader, Harry Phoebus of Somerset came out last month in strong opposition, and former Senator Charles H. Gibson is also opposed to the basic idea of leasing. He feels that the watermen have an inherent right to tong oysters in public domain, and that the watermen should be represented on any board or commission by someone selected by them, and that he be a practical waterman.

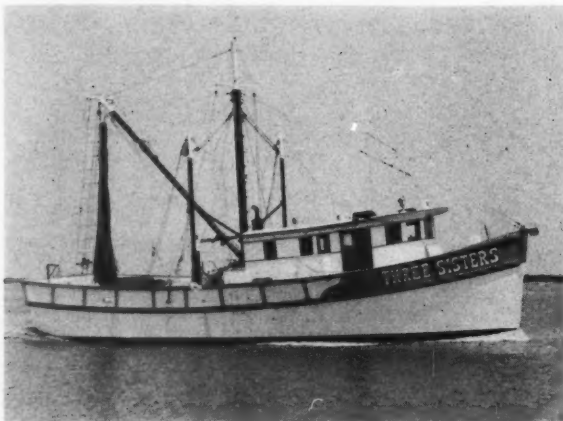
#### North Carolina Fishermen Deny Florida Piracy Charges

The North Carolina Fisheries Association, armed with statistics and court records last month returned the fire of Florida fish officials who charged North Carolina fishermen with piracy.

The association stated that it had obtained information from court records at Key West, Fla. showing that of 38 vessels indicated for violation of the Dry Tortugas shrimp sanctuary off the Florida coast, only 7 violations were charged against North Carolina vessels.

Florida also claimed that the North Carolina fleet had ruined its own shrimping grounds. However, President





THE 63' SHRIMPER "THREE SISTERS" has outriggers mounted on kingposts. She is powered by a General Motors 6-71 Diesel engine turning a Columbian propeller. Captained by Ted Wang she operates out of Aransas Pass for Beach Shrimp Co., Ft. Myers, Fla.

Roy L. Watson of the fisheries association said North Carolina's shrimp catch statistics show an increase in the past two years following the damage done by the 1955 hurricanes.

The Dry Tortugas sanctuary, 20 miles off the west coast of Florida, was formed to allow young shrimp to reach maturity, and to enable University of Miami marine scientists to determine the origin of the shrimp in the Florida waters.

### North Carolina Oyster Program Discussed

Ten oystermen of Carteret County met with Roy Watson, president of the N. C. Fisheries Association at Atlantic last month to discuss the state oyster program. They made several recommendations which, when incorporated with thoughts of other oystermen along the coast, will be placed before the commercial fisheries committee of the Board of Conservation and Development on the 19th of this month at Morehead City.

The meeting at Atlantic was the third in a series with meetings already having been held at Hobucken and Englehard. Two more are scheduled for Snead's Ferry and Mattamuskeet. Mr. Watson explained that the recommendations of oystermen at all five meetings will be coordinated and that compromises may have to be made in some instances if the Association is to put just one set of recommendations before the State Fisheries Committee.

### Florida Shrimpers Landing Shrimp Catches from Nicaragua

The A&B Fish Co. of Key West packed some 9,000 pounds of good-sized white shrimp for shipping last month as the first boat arrived back from new fishing grounds being explored off Nicaragua.

The first boat to arrive with shrimp was the *Key Wester*, Capt. Murray Galbreath, owned by Bentley and Berlin Felton. Other boats fishing in the area were the *Islamorada* and *Cudjoe* owned by the Feltons; the *Nanu* and *Pequod*, owned by Key West Fish Co. and the J. T. Felton, one of Berlin Felton's own boats. Four other boats owned by the Feltons—the *Matecumbe*, *Florida Keys*, *Monroe County*, and *Mary & Janis* were scheduled to leave for Nicaragua late last month.

The Nicaraguan shrimp beds were discovered several years ago and a boat was sent there to explore them in 1952. At that time, however, better catches were still being made in Campeche, which is 12 to 24 hours' closer to Key West. This year, however, with smaller catches per boat being made in Campeche and Tortugas, negotiations were reopened with the Nicaraguan government to get permission for boats to fish that nation's coastal waters.

## Florida Boat Has Outrigger Poles Mounted on Kingposts

A new method of mounting outriggers, designed at General Marine Boatyard, Fort Myers Beach, Fla., is used on the *Three Sisters*, 63 foot shrimp trawler built for Ted Wang. The outriggers are mounted on kingposts alongside the gunwales takes the strain off them and keeps the weight low.

The *Three Sisters*, now fishing out of Aransas Pass, Tex., for Beach Shrimp Co., Fort Myers Beach, is the first of a series, featuring a 10 foot wide wheelhouse and water tanks installed in the lazarette. General Marine engineers find that the arrangement permits a more comfortable house and keeps the weight of the water below decks and aft.

The boat is powered by a General Motors 6-71 Diesel turning a 46 x 36 inch four-blade Columbian propeller through 4.5:1 reduction gear. A Lister Diesel auxiliary is linked to a 2000 watt Onan generator and a 1¼-inch Jasco pump with clutch. On deck there is a Construction Machine Company hoist with a capacity of 150 fathoms of ½-inch cable on each drum.

### Eastpoint Shell-Planting Underway

A big oyster shell planting program is going on at Eastpoint, Fla., six miles east of Apalachicola and on the river, five miles north of town, there are mountains of oyster shells which are becoming smaller each day as barges are loaded for dumping in the bay.

When the job is finished, about 20 acres of State-owned bottom will be covered with oyster shell for a depth of one to three feet. Larva oysters will find these new beds to their liking during the summer spawning months.

Last year there was no shell planting done in Apalachicola, but plots were established in Citrus, Wakulla, Bay and Walton Counties. In addition to the Apalachicola work this year, the Department of Conservation expects to spread about 3,000 cubic yards of shell in Choctawhatchee Bay. Within 18 months, given proper conditions, these planted beds should be ripe with harvestable oysters.

### Find Tortugas Shrimp Breeding Grounds

The prolific breeding grounds of the Everglades National Park were definitely tied in with the Tortugas fishing beds last month when a commercial boat recovered a shrimp tagged four months, before, a few miles north of Flamingo.

This recovery substantiates the theory that the Tortugas grounds depend upon the shallow water brackish areas at the southern tip of Florida for their supply of shrimp.

Now it has been established that the adult shrimp, as much as seven to eight inches in length, spawn offshore and their microscopic larvae drift shoreward into the relative safety of the shallow water.

### Fishing Boat Owners Protest Closure of Tortugas Area

Five fishing boat owners on June 17 asked Federal District Court to declare the State of Florida has no jurisdiction over the rich shrimp beds in the Dry Tortugas area. In a suit, they challenged the 1957 legislative act making the Dry Tortugas vicinity a State conservation area. They stated enforcement of the law would drive shrimpers out of business.

The closing of the Tortugas area was thought to have been only a temporary measure, but now it may become permanent. At first it was thought the area was a seasonal breeding ground, but now it is believed that it is an area where baby shrimp mature in a continuing cycle and if so, it may be closed permanently.



## Florida Fishermen Use Catfood As Bait

In Key West, spiny lobster fishermen have turned from the fish heads and trash fish normally used for bait in lobster pots to canned catfood (with a fish base). Two holes are punched in an 8-oz can which is wired into the pot. The canned bait is as effective as the previously used waste fish and lasts, even in warm tropical waters, up to a week. It has the additional advantage that, unlike the customary bait, the trapped spiny lobster cannot consume it.

## Virginia Biologists Predict Big Menhaden Year in 1959

Biologists at the Virginia Fisheries Laboratory, Gloucester Point, are of the opinion that menhaden or bunkers, scarcer in recent years than in the banner year of 1955, may come back in tremendous numbers in 1959. Their prediction is based on the tremendous abundance of tiny menhaden in Chesapeake Bay and its tributaries this spring.

On a recent survey with experimental trawls, the *Pathfinder*, research vessel of the Virginia Laboratory, caught large numbers of tiny menhaden, about an inch and a half long, in the lower part of Chesapeake Bay off the mouth of the York River, and in the York River itself. Baby menhaden also have been observed in tremendous numbers well up the James River.

By late summer these young fish, born last fall and winter, will be about five inches long. They will begin to appear in pound-net catches in August or September but will not be caught in any quantity by the menhaden purse-seine fleet until 1959.

Virginia biologists, and scientists of the Fish & Wildlife Service, who are conducting a major investigation of this important fishery, will follow the progress of this new brood of menhaden with great interest. Within a year they should have good evidence as to how abundant these fish really are.

Late last month several menhaden vessels were operating in the lower York River. Nearby residents made numerous phone calls to the Virginia Fisheries Laboratory in the belief that these vessels were taking large quantities of food fish. However, laboratory biologists pointed out that menhaden fishermen do not catch food fish, other than a few stragglers.

## Hampton Roads Landings for June

Fish from the Hampton Roads, Va., area were more or less abundant throughout June depending a great deal on the weather. The quality of fish was good and croakers came in early and were fairly plentiful. Pound nets, haul seines and gill nets brought in finfish ranging from 24,000 to 120,000 pounds daily. The lower Northern Neck ranged daily from 44,000 to 116,800 pounds and the Eastern Shore area ranged from 700 pounds to 7,600 daily.

On June 2 in the Hampton Roads area, pound nets, haul seines and gill nets landed a total of 120,200 pounds of fish and on the same day three trawlers, the *Mocking Bird*, *Pauline Boland* and *Sea Pal* landed 87,000 pounds of fish.

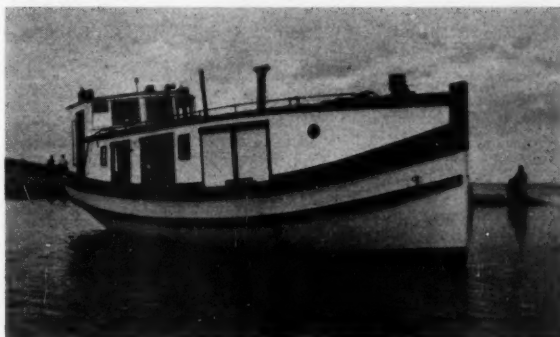
Crab production in the area during June averaged 12,000 pounds a day. Crabs have been scarce all winter and spring, and since then have been returning in small quantities.

## Oysters Survive in Fresh Water

In an experiment, at the Virginia Fisheries Laboratory, oysters tonged from fresh water had no heartbeat when opened and showed no sensitivity. When placed in salt water, oysters long closed by fresh waters, though seemingly dead, revived quickly.

The biologists working on this project have discovered that by remaining closed, oysters are able to tolerate fresh water for weeks if temperatures are not too high and if oysters are slowly acclimated to these conditions.

## GREAT LAKES



"KNIFE ISLE", 35' GILL NETTER powered by a 96 hp. 6-cylinder Gray marine engine, is owned by Laurence Bugge, Knife River, Minn. She has a 24 x 22 Michigan Wheel propeller and Crossley net lifter.

## Lakes Commission Has Plan For Sea Lamprey Removal

At a meeting of the Great Lakes Fisheries Commission in Marquette, Mich. last month, plans were outlined for the task of cleaning the sea lamprey out of the Great Lakes. It was disclosed that nine streams will be treated with new chemical controls in 1959, and 10 and 12 streams in 1960. And there are more than 100 known spawning streams on the shores of Lake Michigan and Lake Superior, not to speak of Lake Huron where control efforts have barely begun.

The Commission approved an estimated budget of \$1,589,000 for the fiscal year 1959-60, an increase of about \$250,000 over 1958-59. It also decided to reduce the number of electric weirs on Lake Michigan streams from 64 to 50 and shift the personnel to chemical operations on Lake Superior. Emphasis is being placed on Lake Superior because it still has a lake trout population which may be saved.

Leo Erkilli, Ann Arbor, Mich., assistant chief of Great Lakes research for the Bureau of Commercial Fisheries, said that the number of streams that could be treated would depend on their flow. The streams are treated at the lowest flow possible.

## Cisco Operations in Lake Erie

Trawling operations were conducted in twelve areas in western Lake Erie during the cruise 5 of the Cisco. Yellow perch and smelt made up the bulk of the catches.

An experimental nylon gill net was set up off Sandusky so that its float line was 6 feet below the surface. The catch was almost entirely yellow perch. In an attempt to get information on the vertical movements of fish, gill nets were set obliquely from top to bottom for two hour periods from mid-afternoon to midnight. Practically no fish were caught until the last set, indicating that there was little movement into mid-levels until well after dark.

## Increased Supplies of Smelt

Lake smelt receipts of 0.3 million pounds at Chicago during April were up 25 percent over the previous month and were almost double compared with the same month last year. A heavier smelt run this year accounted for the increase and supplies were mostly from the Green Bay, Wisconsin area.

The overall fresh-water fish supplies at Chicago have been increasing slightly due to more steady receipts from Lake Erie production. The catches of yellow perch and pike have shown seasonal increases. The spring carp catch from Lake Erie was exceptionally heavy.

## NORTH ATLANTIC

### Maine Lobstermen to Form Cooperative

Walter Stolting, acting chief of the Economic Branch of the Bureau of Commercial Fisheries spoke before the fourth annual convention of the Maine Lobstermen's Association in Rockland on June 27. Stolting's subject was "Problems and Advantages of Fisheries Cooperatives."

The same government which recently successfully prosecuted Maine's lobstermen on charges of conspiring to fix the price of lobsters, sent Stolting to show them how to organize into a cooperative. Another speaker was Senator Frederick G. Payne of Waldoboro who has introduced legislation in Congress to give the fishermen equal rights with men in agricultural fields.

Following Mr. Stolting's talk the Association voted unanimously in favor of forming the M.L.A. Cooperative. It will operate the length of the Maine coast as a buying and marketing medium for Maine's lobstermen. Stolting warned that formation of a co-op is not the total cure, but that strong support from the membership, plus intelligent businesslike management is essential.

At the election of officers held at the meeting Leslie Dyer was voted into office as president again with everyone present standing in a tribute to the former lobsterman who led in forming the M.L.A. four years ago.

Others elected were Carroll Lenfesty of Beals Island, first vice-president; Rodney Cushing of Cliff Island, second vice-president and Alfred Fredette of Ash Point, secretary-treasurer.

Executive directors were named for the several sections of the coast. From Cumberland County, Henning Thompson of Portland; York County, Justin Foss; Lincoln and Sagadahoc Counties, Vernon Bryant of Bristol; Knox and Waldo Counties, Robert Davis of Port Clyde; Hancock County, Warren Fernald of Islesford; and Washington County, Raymond Smith of Jonesport.

### Recommends Change in Lobster Traps

Francis M. Simpson of Prospect Harbor believes Maine fishermen could bring more lobsters in if they built a "better bedroom"—that part of the trap where lobsters stay after they are caught. Simpson has perfected one which he says is too simple to be called an invention but which serves to protect lobsters while they are in the bedroom.



Capt. Henry Jones of South Bristol, Me., and his 46' combination lobsterman and stop seiner "Sandra Lee". Built by Harvey Gamage, the boat has 6-71 General Motors 165 hp. Diesel, Hancock winch, Wall



His plan for bringing the famous Maine lobsters whole to market simply involves filling in the floor of the bedroom. Seven to 15 per cent of all lobsters now being caught are culls, according to Simpson, meaning that they are missing one or both claws. Because their claws protrude between the lattice-wood they are often broken off.

Another advantage to his "invention" is that it would prevent "shorts" from being mutilated. Every year fishermen catch thousands of lobsters that are too small to keep. These are thrown back into the ocean, but because of the rough treatment they receive in today's traps, they are often mutilated.

### Salmon Research Program

The Interior Department announced recently that its fishery research laboratory at Boothbay Harbor will engage in a new program toward restoration of the Atlantic salmon. The Maine research work will be part of a four-point program in the continuing efforts to solve problems incident to salmon propagation.

The whole program will consist of research on disease, nutrition, improvement of hatchery techniques for Pacific salmon and studies related to restoring the Atlantic salmon resources.

Biological research facilities in Seattle, Willard and Entiat, Wash. will also be used. Special emphasis will be placed on the salt water rearing of salmon to smolt size and if it is successful it might have considerable bearing on similar experiments with Pacific salmon.

### New Jersey Fishermen Seek Barnegat Inlet Improvement

According to commercial fishermen, boat captains and dock owners, Barnegat Inlet waterway linking the Atlantic Ocean with Barnegat Bay is in poor condition for navigation.

They report that there is no continuous channel, and practical fishermen who have to depend upon the inlet call it a succession of shoals and holes.

Capt. Otto Olsen reported that the average water over the main bar at low water is less than three feet. A new bar is forming between the outer ends of the north and south jetties which makes entry and exit exceedingly hazardous for boats loaded with fish or fishing parties.

### Big N. J. Lobster Catch Reported

Workmen at the Point Pleasant Fisheries were busy last month when 4,300 pounds of lobsters were landed by the fishing boat *Endeavor*. The big catch was obtained about 100 miles offshore and the lobsters averaged about 8 to 9 pounds apiece. The previous record haul was about 2000 pounds.

rope and heading twine, Linen Thread Gold Medal nets, and uses Texaco lube oil. Capt. Jones fishes 400 traps, and has a Piper Cub plane for spotting herring schools.

## New England's Groundfish Problems to be Studied

A study to determine the underlying economic and technological factors which dictate the long-term competitive status of the New England groundfish industry is being made by the Department of the Interior. A contract to make this analysis has been awarded to Boston College by the Bureau of Commercial Fisheries.

The work will involve collection and compilation of comparative cost data. The Bureau wants to have explored the present and future alternative economic opportunities available to capital and labor, the degree of dependence of the area upon the fishery, the growth of other industries and their demands upon investment capital and labor supply and the effect of changes in social habits.

Among the factors which will be evaluated are the cost of production and the availability of the groundfish resources; the labor market; living standards; management of capital in terms of types of vessels and equipment; primary marketing arrangements; and the role of governmental bodies in terms of capital grants, subsidies, price supports, research and tariffs.

### First Swordfish at New Bedford

The first swordfish of the season to be landed in New Bedford, Mass. were brought in on June 13 by the *Jennie M.* and the *Sanson Joy*. They were sold to B & G Fish Co. and averaged close to 200 pounds each. The fish sold for nearly \$1 a pound.

### Scallop Sinks Following Collision

The New Bedford scalloper *Eunice* and *Lillian* sank on June 12 after colliding in the fog with the scalloper *Clipper* out of the same port. The 10 crew members were brought in by the *Clipper* from the northern edge of Georges Bank.

Capt. Nils Risdol of Fairhaven was skipper of the *Eunice* and *Lillian* and Capt. Robert M. Brieze also of Fairhaven was skipper of the *Clipper*. The *Eunice* and *Lillian* was built in 1936. She had recently undergone extensive overhaul and repairs. She went down with a full load of scallops aboard.

### Gloucester Fleet Signs New Contract

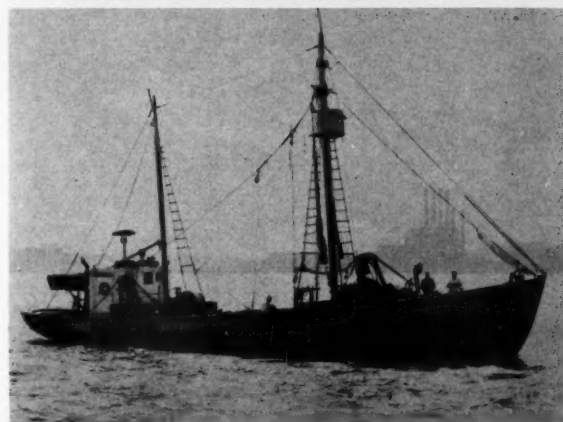
The 41-vessel ocean perch fleet of Gloucester have signed new contracts for two years. The contract is the same as that which expired June 1 with one exception. It is that draggers groundfishing for other species than perch, will have a three-day layover between trips instead of a four-day layover.

Draggers engaged in ocean perch fishing will continue with the four-day layover, instead of three as desired by the owners.

### Big Day for Whiting Fishermen

Gloucester, Mass. whiting fishermen on June 10 landed 715,000 pounds of whiting which brought at least \$30,000—the biggest day of the year so far. Biggest trip was that of the dragger *Gaetano S.*, Capt. Joseph Parisi with 120,000 pounds, worth \$2,400. Five firms handled the fish—Fabet Corp., Progressive Fish Co., Empire Co., Dalco Fisheries and Cape Ann Fisheries, Inc.

The Fish & Wildlife Service at present is engaged in research studying the path of the annual migration of whiting, the age and growth of the fish. Whiting are being tagged and fishermen have been asked to return any tags found to the Fish & Wildlife Service in the Post Office, Gloucester. The government will pay the fishermen one dollar if the tag is returned, \$2 if the fish and tag are returned.



Leonard P. Motta, left, Waukesha sales engineer for Hathaway Machinery Co., Fairhaven, Mass.; and Capt. Joseph Novello, owner of 85' Gloucester, Mass. dragger "Vincie N."—Hathaway recently repowered the vessel with Model NKDBSM turbocharged, 315 hp., 1200 rpm. Waukesha Diesel, with Snow-Nabstedt 3:1 hydraulic reduction gear and 2:1 power takeoff, and Ingersoll-Rand air starting motor.

### Gloucester Dragger Lands Sand Eels

The Gloucester dragger *Metacomet*, chartered by the Fish & Wildlife Service for exploratory fishing, arrived at the State Fish Pier on June 12 with a 9,000 pound catch of sand eels. Ernest J. Medico, in charge of the project reported that sand eels could be caught in commercial quantities on Stellwagen Bank.

The eels are used for fish meal and the catch of the *Metacomet* was purchased by the Dehydrating Process Co. of Gloucester. Sand eel fishing does not require any icing of the catch and boats could make three trips a week because of the proximity of the grounds.

### Gloucester Has Two Fleet Blessings

The 27th annual St. Peter's Fiesta was held at Gloucester on June 27-29 with the blessing of 26 fishing vessels from the Italian fleet on Sunday the 29th. Chairman Leo Linquata estimated that close to 25,000 people attended the three-day affair.

One of the highlights of the affair is the procession through the streets to St. Ann's Church with 16 fishermen bearing the 750-pound statue of St. Peter.

On the 15th of June a fleet of 21 Portuguese-American fishing vessels was blessed by five monsignori at the State Fish Pier in the 14th annual fleet blessing ceremony. Capt. Louis Brown was general chairman of the three-day affair with Capt. Simplicio Bichao, assistant chairman.

Joseph F. Puncchar of the Fish & Wildlife Service was one of the speakers. He had just returned from Halifax





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where he served as a delegate from the United States for the International Commission for the North Atlantic Fisheries. He spoke of the future of the commercial fishing industry, remarking that the half million dollars that the Bureau is spending here for a technological laboratory and gear shed is going to be a good investment.

### New Engine for "Serafina II"

The Gloucester, Mass. dragger *Serafina II*, owned by Capt. Joseph Chianciola, is being repowered by a Model NKDBSM Waukesha Diesel, sold by Hathaway Machinery Co., Fairhaven, Mass.

The turbocharged engine is rated 315 hp. at 1200 rpm., with Snow-Nabstedt 3:1 hydraulic reverse-reduction gear and Snow-Nabstedt 2:1 power take-off. It is fitted with Ingersoll-Rand air starting motor and swings a 56 x 40 propeller.

### New York to Survey Clam Areas in Great South Bay

The Islip Town Board announced last month that the New York State Conservation Department will conduct an underwater survey off Islip to determine if power dredging is destroying clams in the Great South Bay.

The results of the survey will be used to determine the board's action on a pending ordinance prohibiting power dredging. Commercial baymen oppose the measure, while local clambers are in favor of it.

Individual baymen have charged that power dredges are making a "Sahara Desert" out of the bay bottom. They also charge that the commercial companies are dredging in areas not leased by them.

Late last month the dispute between the hand clambers and the commercial clam dredgers took on a legal aspect when a suit was filed in Supreme Court to invalidate the underwater leases held by the commercial clambers. The action was taken by Adrian Hoek, president of the West Sayville Baymen's Assoc., against the Town of Islip on the grounds that the town board failed to advertise bay bottom leases before awarding them.

### Rhode Island Lands Record Catch

Landings of edible fish at Galilee on June 25 set a record, for any four-day period. Nearly a half-million pounds were brought in to the Point Judith Fishermen's Cooperative. On the 24th the Co-op handled 33 draggers with 154,500 pounds of fish which was boxed and shipped to big city markets.

On the 25th 37 swordfish were landed by the Block Island dragger *Theresa*, Capt. Harold Lawry, Jr. The five-man crew was paid 87 cents a pound. This was another record at Galilee because the average weight of the fish was 230 pounds.

### Connecticut Oyster Growers Re-elect J. Richards Nelson

The Connecticut Oyster Growers Association recently announced the reelection of J. Richards Nelson as president of their association for the coming year. Other growers elected to serve include Emil Usinger and Ed Holub, vice-presidents; Clarence Chard, treasurer and Eric Ball, secretary.

The Association has recently completed a revision of its by-laws with James E. Munson of Sea Coast Oyster Co. of New Haven, making a substantial contribution to the work.

### Captain Royal C. Decker

Captain Royal C. Decker, 79, vice president and marine superintendent of the J. & J. W. Elsworth Company of South Norwalk, Conn., Greenport and East Marion, Long Island, N. Y., died in Norwalk on June 30. He had joined the firm in 1905 and had been captain of the oyster boat "Commander" until 1944.



# A Salute to NEW BEDFORD



Deck load of scallops aboard New Bedford, Mass. scalloper "Ursula M. Norton".

## On Its First SCALLOP FESTIVAL

FROM the world's leading whaling port to the world's largest scallop producer in 100 years—this is New Bedford, Mass., which today also rates as the number one Atlantic Coast fishing port in value of fish landings, and New England's second ranking port in industrial fish catch.

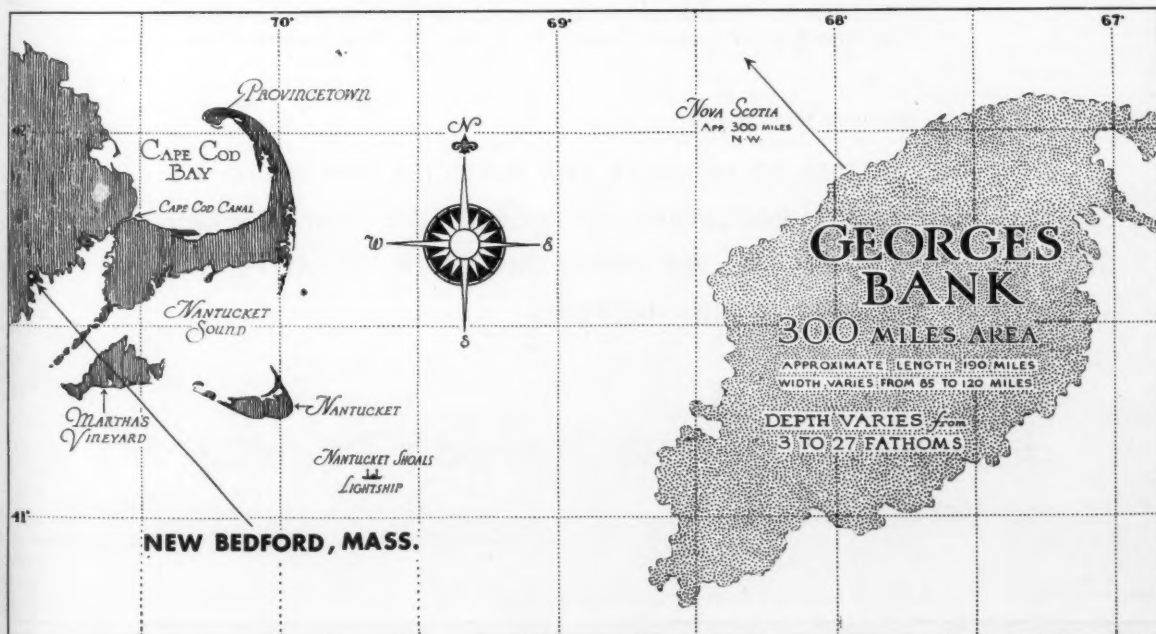
Special recognition will be accorded New Bedford's prominence next month with the staging of the first annual Sea Scallop Festival. Under the sponsorship of the Exchange Club of New Bedford, in cooperation with the New Bedford Seafood Council, the event will be held August 8 and 9 at Marine Park, overlooking the New Bedford-Fairhaven harbor.

The Festival program will feature the serving of scallop dinners, beauty pageant, crowning of Scallop Festival Queen, antique automobile parade and gathering of leading food editors. Exchange Club members Charles E.

Sharek, Jr. and Octavio A. Modesto are co-chairmen of the Festival, which has received an abundance of advance publicity. Animated scallop shell characters with the names of "Susie" and "Sammy" Scallop are being used in the Festival publicity. Scallops to be served are being contributed by scallop boat owners.

Last year, New Bedford fish and shellfish landings totalled 104 million pounds, worth over 13 million dollars. Of this, scallop production accounted for 16.4 million pounds valued at 7.9 million dollars. This was the largest scallop harvest ever made and represented a four-fold increase over production 15 years ago. New Bedford produces 75 percent of the sea scallops consumed in the United States.

During the first 6 months of this year, landings at New Bedford totalled 58 million pounds with an ex-vessel value of over 6 million dollars, increasing 14 million



# The NEW BEDFORD SEAFOOD COUNCIL

## KEEPS PACE WITH NEW BEDFORD'S PROGRESS



### BROILED SCALLOPS

The recipe for this dish and many others may be obtained free by writing the New Bedford Seafood Council, P. O. Box 352, New Bedford, Mass.

**F**OUNDED IN 1954 TO PROMOTE AND PUBLICIZE NEW BEDFORD'S SEAFOOD PRODUCTS THROUGHOUT THE WORLD, THE NEW BEDFORD SEAFOOD COUNCIL HAS AN EVER INCREASING FAITH IN THE FUTURE GROWTH OF THE PORT OF NEW BEDFORD.

### = MEMBERS OF THE SEAFOOD COUNCIL =

SEAFOOD PRODUCER'S ASSOCIATION

— NEW BEDFORD FISHERMEN'S UNION

Discussing the fishing industry at a meeting in New Bedford: left to right: Mayor Francis Lawler; Ross Leffler, assistant secretary of Interior Department for Fish & Wildlife; John F. Linehan, general manager of Seafood Producers Association; Arnie J. Suomela, commissioner of Fish & Wildlife Service.



pounds over the same period of 1957. The yellow-tail catch gained 1.5 million, haddock increased 1 million, trash fish receipts were up 13 million and scallop production maintained the high 1957 level. Draggers made nearly 100 more trips in the first half of this year than they did in the same 1957 period.

### Seafood Producers Association

An important factor in the successful operation of the New Bedford fishing business, is the Seafood Producers Association. Headed by Capt. Mathias Bendiksen, the group comprises the port's fishing vessel owners. It has been effective in maintaining good industry relations and in initiating and promoting numerous research projects and legislation for the betterment of the industry.

A companion organization, the New Bedford Seafood Council is actively engaged in expanding the market for sea scallops and fish. Through joint auspices of the Seafood Producers and the New Bedford Fishermen's Union, the Council has raised funds for advertising and publicizing of New Bedford seafood products. For example, the Council distributes an attractive recipe booklet for scallops, and it employs the services of the well-known home economist, Demetria Taylor, in developing and testing new seafood dishes.

New Bedford has an outstanding spokesman for its fisheries in John F. Linehan, manager of the Seafood Producers Association. He continually strives to promote the best interests of the industry, and the results of his efforts have extended far beyond the New Bedford area.

When the advisory Committee for Fish & Wildlife was set up last year by the U. S. Fish & Wildlife Service, Linehan was one of three members appointed on the Atlantic Coast. He also is active in interstate fishery

activities, being industry representative for Massachusetts and chairman of the North Atlantic Section of the Atlantic States Marine Fisheries Commission. Linehan makes frequent trips to Washington to confer with Federal agencies and appear before Congressional hearings.

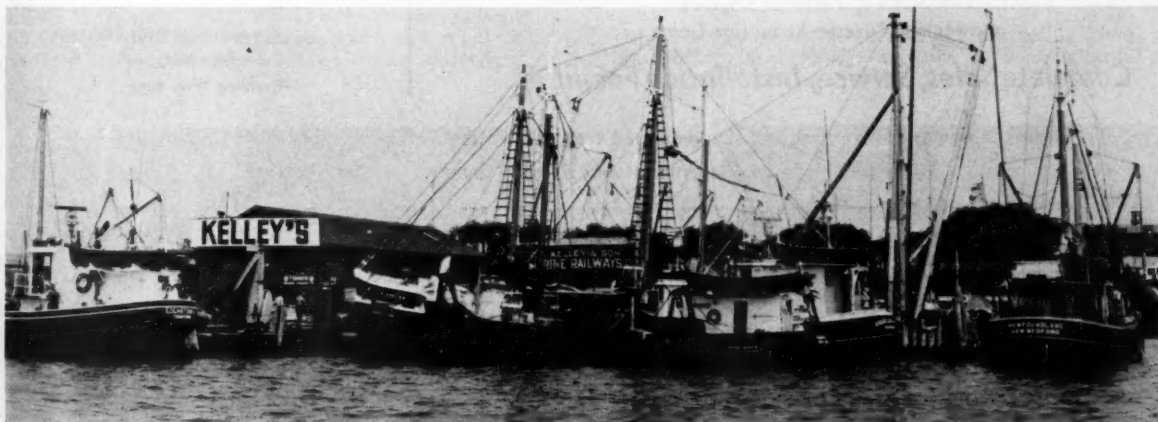
With an optimistic outlook for the industry's future, Linehan believes that constant, vigorous, collective action will assure a sound economy in the fisheries, and overcome any obstacles that may arise.

This year, New Bedford received National attention when L. Vernon Drape of Ell Vee Dee, Inc., prominent fish and scallop packer, was elected to the presidency of National Fisheries Institute at its San Francisco convention. His son, Gardner Drape, was made a director. Another New Bedford man, who has been actively identified with National Fisheries Institute since its inception, is Capt. John G. Murley. He is presently a director of the organization, and has served on numerous industry committees. Capt. Murley is considered an authority on fishing boat operation, and is frequently consulted on industry matters.

### Large Fleet of Boats

There are nearly 200 fishing boats in the New Bedford fleet. The number of scallopers varies from 60 in Winter to 80 in Summer, and they range from 65 to 90 feet in length. There are from 55 to 65 fish draggers, up to 100 ft. in length, with several of the scallopers changing to groundfishing in the Winter.

About a dozen quahaug boats are in operation, and a recent innovation in their gear is the jet dredge, similar to that used for surf clamming. The *Sunapee* has been chartered by the Fish & Wildlife Service to survey quahaug and surf clam resources in the Nantucket Sound area. A few vessels have been dragging for lobsters in



Fishing boats at Kelly's Dock, Fairhaven, Mass. showing left to right, "Edgartown" "Roberta Ann" and "Newfoundland".

# Capt. Joe Novello Selects **WAUKESHA**

*for Reliability and Economy*

Gloucester Dragger

**"VINCIE N."**

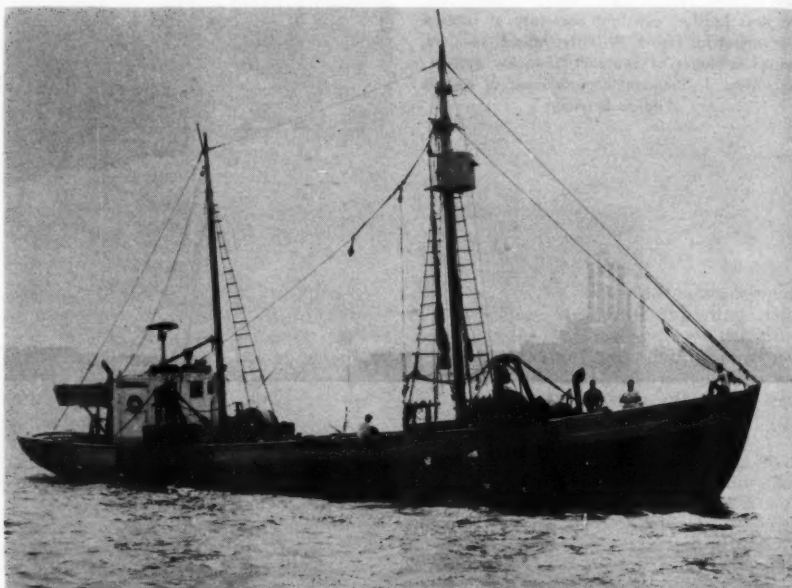
*Repowers with*

Heavy Duty, Medium Speed

**WAUKESHA  
MARINE DIESEL**

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The "Vincie N." is powered with a Wanderer Model NKDBSM Waukesha Diesel—6 cylinders 7 x 8 $\frac{1}{4}$ , 1905 cu. in. displacement, 315 hp. turbocharged at 1200 rpm. continuous duty, Snow-Nabstedt #3961 hydraulic 3:1 reverse-reduction gear and Snow-Nabstedt 2:1 forward power take-off.

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deep water, and during the Summer several of the smaller draggers rig for swordfishing.

The majority of boats in the New Bedford fleet are individually owned. Frequently the owner is also the skipper, and in other cases the Captain is part-owner. However, there are at least six operators who own or manage fishing fleets. They include Capt. John G. Murley, who has seven vessels; Hervey E. Tichon, who has five; Morris Phillips with four; and Capt. Mike Smith, Capt. Isaac Norton and Joseph Perry, each with two boats.

Most of the New Bedford draggers use a 41-frame trawl net. The majority of the nets now have Nylon cord ends and Nylon wings. The typical scallop dredge is 11 feet wide, with some 9 and 10 ft. models.

Scallopers carry an 11-man crew including the skipper, and operate with 6-on, 6-off watches. Four men work as shuckers. The large draggers carry 11 men, and the smaller ones, 4 or 5. Trash boat crews number 3 to 4.

Last year, the Fish & Wildlife Service research vessel *Delaware* froze scallops at sea for the first time in history. Very satisfactory results were obtained, and the experiment may well lead to a new method of handling scallop catches.

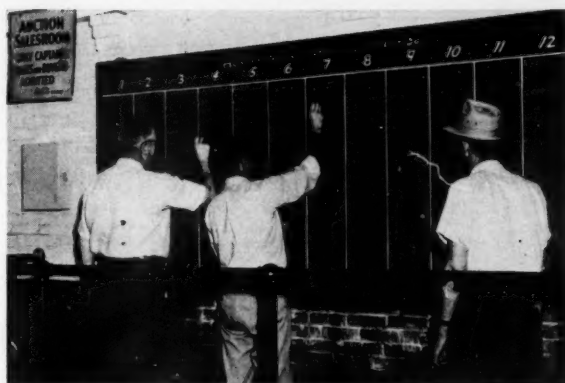
### Important Flat Fish Port

Aside from scallops, New Bedford is predominantly a flat fish port, with 65 percent of the fish catch comprising yellowtail, lemon sole, blackbacks, gray sole, dabs and fluke. Other food species caught are haddock, cod and tilefish.

The fishing operations of the New Bedford fleet are concentrated in a relatively small area within 200 miles of the port. Scallops are dredged mainly on the Northeast and Southeast outer edges of Georges Bank. Yellowtails are caught on the Southeast part of Georges in 25-35 fathoms; haddock, cod and lemon sole are taken from east of Nantucket shoals through the Channel to Georges, fluke are found between the Hudson and Veatch Canyons in 75 fathoms during the Winter and in 8-fathom depths of Nantucket Sound during the Summer.

Fish and scallops landed at New Bedford are sold at public auction every morning, at the Wharfinger's Building on Pier 3. The top bidder for any single species of fish in a boat's catch, buys the entire trip. The right of the captain to reject a bid is reserved, and the auction is conducted by representatives of the Fishermen's Union. The majority of the draggers operate on a 60-40 lay, while scallopers use a 65-35 lay.

There are five buyers on the auction board: Acushnet Fish Corp., Aiello Bros., L. S. Eldridge & Son, Ell Vee Dee, Inc., and Tichon Fish & Fillet, Co. Other fish dealers and fillet houses, who do not have unloading facilities, buy their fish from these concerns, paying a nominal charge for unloading, boxing and delivering. Among the other fish packers at New Bedford are Finest Fillet Co. (Antone De Mello), Deep Sea Fillet Co. (Ralph Meltz), Coastal Fisheries (Alfred Nanfelt), B & G Fish Co. (Eli Beck), Dartmouth Fillet Co. (Philip Murphy), Wamsutta Fillet Corp. Red L Foods Corp. operates a plant in New Bedford for producing pre-cooked frozen seafoods.



Chalking up the boat catches in preparation for the fish auction at New Bedford, Mass. Left to right, John Patten, Howard Nickerson, and Robert Swain, representatives of the Fishermen's Union.

### Big Increase in Trash Fishing

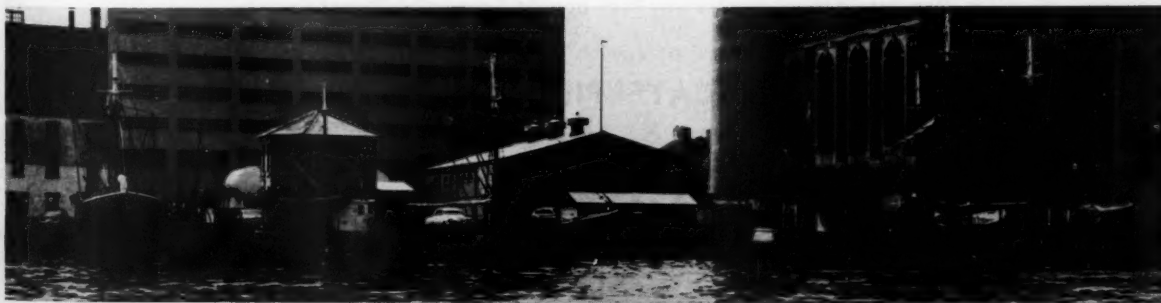
Trash or industrial fish landings have increased phenomenally at New Bedford, adding an important segment to the port's economy. During the first 6 months of this year, the trash catch, most of which goes into by-products, totalled 30.6 million pounds compared to 17.5 million in the first half of 1957.

Approximately 30 boats now are engaged in trash fishing out of New Bedford, with half of them coming from Connecticut. The catches, mostly red hake, have gone as high as 130,000 lbs. per trip, and many of the boats are getting 60 to 70 thousand lbs. per day. Generally, they make one-day trips, although some have made two in a day. The boats have hauled up to 20,000 lbs. from a single tow. This year most of the trash is being caught between Martha's Vineyard and Nantucket and South of Nomansland in 20 to 25 fathoms.

The growth of the trash fish industry at New Bedford has been made possible by increased and improved facilities for handling the catch. Two firms are unloading trash catches and transporting by trailer truck to dehydrating plants at Woburn and Gloucester. They are R. Servais with unloading facilities at the Mutual Fish dock in Fairhaven, and Marine Products Corp. which operates from Homer's Wharf in New Bedford. Riverside Freezer & Cold Storage Co. is freezing trash fish for animal food at the former Mullins freezer in Fairhaven. Limited supplies of trash fish also are utilized by the fish flour plant of New Bedford Fish Products Corp. and the "pilot" by-product processing plant of Quaker Oats Co. The latter plants show promise of providing a greatly expanded market for trash fish.

### Early Fishing in New Bedford

In the 1850's during the height of the whaling industry, New Bedford developed to become the leading center of



Left to right: "Adele K", "Richard Lance", and "Wamsutta", at Dunn's Wharf Terminal, New Bedford, Mass.

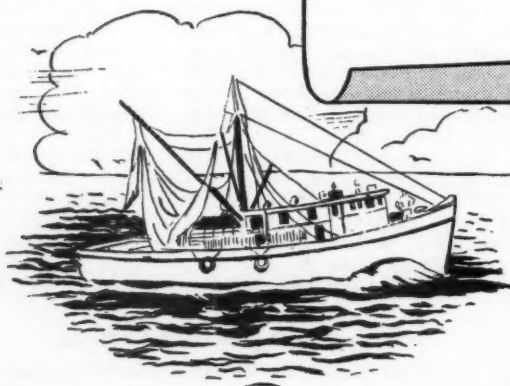
# CATERPILLAR DIESEL MARINE ENGINES

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Hope II  
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Victor Johnson  
Ruth Lea  
Lynn  
Mary Anne  
Midway  
Ruth Moses  
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The owners of these scallopers and draggers know from experience that Caterpillar Diesel Engines give years of peak performance with a minimum of overhauls and repairs. When you do need service, our factory-trained servicemen will be at dockside equipped with labor and money saving tools to cut your downtime to a minimum and they carry the genuine Caterpillar parts you need for a perfect repair job.

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Marine Division: 4 Water St., Fairhaven, Mass. Phone: New Bedford 6-0011

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this enterprise, in which over 300 vessels were engaged. Decline in whaling activity began in 1859, following the discovery of petroleum in Pennsylvania, and in ensuing years gradually passed into oblivion. Testimonials of former whaling renown are memorialized in fiction (Moby Dick) and motion picture (Down to the Sea in Ships), as well as perpetuated by a monument in New Bedford dedicated to the "whalemen" and inscribed "A dead whale or a stove boat."

Late in the 1800's a half-dozen or so small, open boats began sailing regularly out of New Bedford, Mass. in search of fluke. They carried one to three men, with no ice or holds, and had only wind for power. One man, usually the skipper, fished from the main craft—a 25 to 30' catboat—and his companions tried their luck from dories. All used hand lines, each man pulling at least five.

The early New Bedford fisherman followed a seasonal pattern. He went out for fluke in the late Summer and early Fall and he fished for cod in the Spring and late Fall. Cod were brought in alive, in deep wells, and sold to the New Bedford public on the waterfront or shipped by tank car to New York.

Sometimes he went gill netting for mackerel on the New Jersey and Maryland coasts early in the Spring, following the schools as they moved north. When the mackerel swam beyond New Bedford, the fishermen turned to swordfishing until the fluke season reopened. If he was a real die-hard, he went quahauging or bay scalloping in the cold months, but more often he worked in a New Bedford mill or machine shop until Spring.

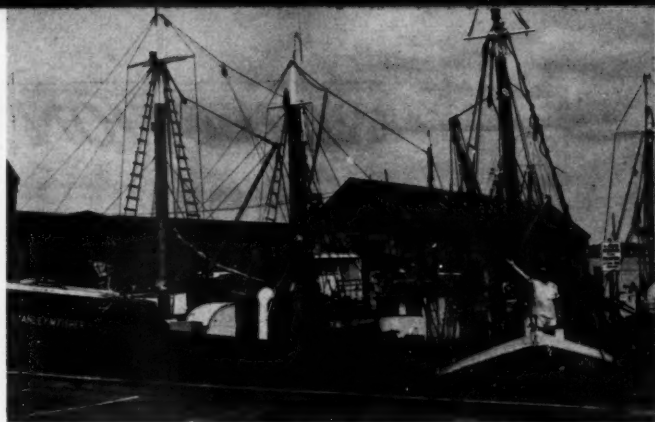
### Introduction of Beam Trawl

It wasn't until after the century turned that the beam trawl came into extensive use in New Bedford. The beam on this apparatus was 12 or 14' long, with a heavy iron, oval-shaped shoe standing upright at each end. The net was fastened to the beam and shoes, two ropes extended from the front of the trawl, one from each shoe, and one rope attached the whole contrivance to the boat. It was clumsy equipment at best, with none of the flexibility and ease of handling of the present-day otter trawl.

Capt. Daniel F. Mullins, who is often called "the father of the New Bedford fishing fleet", made his own first beam trawl in 1909 for the sloop *Perseverance*. Part of the work was done by a blacksmith, but the Captain and his crew fashioned the net by hand. The *Perseverance* went fishing out of Hyannis, Mass., and got, according to her skipper, "a couple of bushels of blackbacks".

Most of the early beam trawls were towed from a single bitt in the stern of a catboat for a half hour or more, then hauled aboard by hand. Trips were still limited to one day, or part of a day, and grounds were the shoals off Vineyard and Nantucket Sounds. Favorite spots included Hedge Fence, Cross Rip, Bishop and Clerks and Handkerchief Shoal.

The otter trawl appeared in New Bedford around 1910. Reports concerning the method of introduction vary, but



"Stanley M. Fisher", "Mary J. Landry", "Antonina" and "Barbara M." at Pier 3 in New Bedford, Mass.

it is agreed that its use spread to New Bedford from Montauk, Long Island, N. Y. Louis Salisbury and A. F. Butler of New Bedford, both fishing industry pioneers, were among the first to use it. Early otter trawls were towed, in many instances, from a vessel's mast instead of her stern, and nets were still hauled in hand over hand.

### Operations Become Mechanized

As the popularity of the otter trawl caught on, sloops and schooners gradually replaced catboats as fishing craft. Gasoline engines, to augment towing power, were a natural next step. The first engines used in New Bedford were 5 to 10 hp. mechanisms. They were replaced rapidly by engines of 12, 24, 36 and 40 hp. as time went on.

Another significant development took place on the New Bedford-Fairhaven waterfront in 1910 when the late Chester Hathaway, an exceptionally gifted designer, opened a machine shop, largely for auto repairs, in Fairhaven. He was joined by Eli G. Braley in 1911, and the firm soon became a marine repair shop, which today, as Hathaway Machinery Co., Inc., is well known the length of the Atlantic Coast. Much pioneering relative to fishing vessel equipment took place at Hathaway's. Mr. Braley still heads the organization.

About 1912 Capt. Mullins built the 67' *Anna*, first deck schooner of the New Bedford fishing fleet, and in 1913 he foreshadowed another big advance for the industry by installing a small, hand-operated winch on the 36' *Eda J. Morse*. Shortly after that, A. F. Butler placed a 7½ hp. gasoline engine on the deck of his sloop *Natalie* and used it to haul in her net. Today's power-driven winches have their New Bedford origins in these two innovations.

Despite better gear and motorized power, most New Bedford fishermen hesitated to move into the hazardous waters outside Great Point, Nantucket, before 1915. By 1920, however, they were venturing as far as the Nomans-

(Continued on next page)



Tied up at Hathaway-Braley Wharf, Fairhaven, Mass. are the "Mary Anne", "Pauline H.", "Whaling City" and "Noreen".





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Homer's Wharf

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NEW BEDFORD, MASS.



Capt. John G. Murley, left, New Bedford fishing fleet owner and a director of National Fisheries Institute, and L. Vernon Drape, head of Ell Vee Dee, Inc., New Bedford, and president of National Fisheries Institute.

land, Nantucket Lightship area and Georges Bank for blackback, yellowtails and lemon sole. The introduction of ice-carrying, shortly after 1915, probably helped spur this move to offshore grounds.

#### First Diesel-Powered Dragger

In 1919 Capt. Mullins built his 81-foot, \$22,000 schooner *Mary* and equipped her with the port's first Diesel engine. Not long after that she landed one of the New Bedford fleet's first big offshore trips at Fulton Market, New York, a load of lemon sole for which her owner and crew got \$4,700.

The *Mary* had a mainsail, main boom and foresail, in addition to her Diesel, (which may indicate the distrust with which early Diesels were viewed by boat owners), used kerosene in the absence of Diesel oil, and employed a two-winch head hoist instead of hauling by hand. She was the port's first thorough-going dragger.

The New Bedford-owned *Gleaner*, about 1922, was the first vessel in the port to replace her oil lamps with auxiliary electricity. Other big boats of that year were the *Mary R. Mullins*, one of the first of the 90-footers, the *Andrew Hathaway*, and the *Wamsutta*. The port at this time was still only fitting out boats; the real gold, the fish, continued to go into New York to be sold.

In 1925 a great stride was hailed when an improved method of connecting the trawl net to the otter board, or doors, was introduced and labeled the "VD" system. The method employed ground cables connecting the net and doors and facilitated greatly the handling of both when hauling back. Large, inverted U-shaped gallowes frames were used to hook doors on while hauling back.

#### Growth of Fishing Industry

The advent of wholesale fish buyers, fillet houses, freezing methods, and truckers, beginning in 1929, was largely responsible for New Bedford's change from an outfitting, repairing and departing point to a major port for the landing of fish. Higher prices available at New Bedford, because of competitive bidding, and the fact that the port was home to so many fishermen, also were influential factors.

Until 1929 there was only one wholesale fish dealer in the city. This was the New Bedford Fish Co., which had facilities for unloading on City Pier 4 and Merrill's Wharf (now Homer's Wharf).

In 1929 L. S. Eldridge & Son entered the industry as buyers and wholesalers of fish and shellfish. In 1931 Joseph B. Goulart arrived in the field. Four years passed

(Continued on page 26)

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**Fresh and Frozen FILLETS  
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For many years we have been closely allied with the fish and scallop business, in providing friendly banking and loan service.

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Flounder, Sole, Pollock, Cod**

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New Bedford, Mass.



Capt. Mathias Bendiksen,  
president of the New Bedford  
Seafood Producers  
Association, aboard his  
dragger "Cap'n Bill II".

before another buyer, a former Provincetown fisherman named Frank Parsons, appeared. Mr. Parsons established the Acushnet Fish Co. in the Fall of 1937.

New Bedford did not take its place as one of the leading seafood-producing centers of New England until after 1937.

Its rapid growth as a primary fish market following this year resulted from a combination of related circumstances. The introduction of refrigerated trucking service into New York's Fulton Market enabled the port to take advantage of its fishing fleet, its ample docking facilities, and its favorable location with respect to the southern New England fishing grounds. The development of flounder filleting and the opening of the port's first freezer exclusively for fish freezing and storage improved New Bedford's marketing position. The overwhelming demand for fish generated by World War II—a factor which added to the prosperity of all New England ports—helped New Bedford to expand in particular.

Prior to 1942 there was one filleting plant in New Bedford; during that year five new firms started cutting fish. Only yellowtails, haddock, mackerel and cod were filleted, and production for the year reached 7 million pounds.

In the following year blackbacks, red hake and whiting were added to the fillet line, and output went to 9 million lbs. In 1945 the fillet industry began to hit its stride, turning out 13.5 million pounds of fillets, 75 percent of which were sold fresh. Lemon sole, pollock, white hake, fluke and butters were added to the filleted varieties.

In recent years a larger percentage of fillets has been quick frozen, and consumer size packages for fish and scallops have been introduced. New Bedford processing plants have kept pace with the latest trends in food merchandising, and have installed modern equipment to turn out products with maximum consumer appeal. The raw material needs of these plants have created a steadily increasing market for the New Bedford fishing fleet.

Today the port of New Bedford, including adjoining Fairhaven, has modern and complete facilities for serving the fishing fleet. There are fine docking and unloading areas, and every service necessary in the operation and maintenance of boats is available.

The growth and success of New Bedford fishing industry can be attributed in strong measure to the spirit of cooperation that prevails in the port. Harmonious relations among boat owners, crews and fish buyers have created a healthy atmosphere for business dealings and discussion of mutual problems.

New Bedford has a reputation for producing good quality seafood, and this is the result of careful handling on the boats and in the packing plants. Operators are ready to take advantage of new procedures and new equipment that contribute to greater efficiency and a better product. All this means that New Bedford can boast a vibrant, progressive fishing industry that is continually forging ahead.



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Fine

SCALLOP  
FLEET

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# GULF OF MEXICO

## Cultivation of Louisiana Shrimp Proposed

Two resolutions, introduced by F. Lamar Clement, director of the Louisiana Wildlife and Fisheries Commission, were adopted by the Gulf States Marine Fisheries Commission at its spring conference in Clearwater, Florida, recently. According to Clement, the natural supply of shrimp taken from Louisiana waters has become limited and that the cultivation of marine shrimp has become an established industry in the orient.

Clement's first resolution favored the use of Saltonstall-Kennedy funds for research in the cultivation of shrimp in completely controlled and partially controlled ponds and reservoirs. Shrimp culture would place a high class protein product on the market at the times of natural shrimp scarcity and relieve supplies of juvenile shrimp used in the bait industry.

The second proposal would relieve the increasing salinity in waters lying between offshore spawning grounds which is believed to have a destructive effect on the shrimp population. The resolution further points out that the induction of Mississippi River water into marsh areas and coastal bays would increase production of other resources such as oysters and finfish.

### Seek Veto of Shrimp Bill

A bill was passed in the Louisiana legislature last month which would open the shrimping season May 1 and close it July 1. The season would reopen on the third Monday of August and close again on December 20.

At a meeting of shrimp trawlers held in Lafitte last month it was voted to ask Gov. Long to veto the bill, stating that it is detrimental to the little boat fishermen. The bill puts a count on Brazilian shrimp starting July 1 instead of August and prevents fishermen from catching sea bobs in late December and early January.

### Louisiana Shrimpers Expect Good Season

Louisiana shrimp fishermen and dealers were optimistic late in May about the summer shrimp season, when quantities of Brazilian shrimp appeared in the inshore and coastal waters. A few vessels from the Terrebonne Parish area began their annual migration to Mississippi ports, awaiting the summer run of shrimp off that coast. A few vessels departed for the Apalachicola area after having heard of apparently excellent fishing in that area.

### Texas Shrimpers Seek Free Dockage at Aransas Pass

The city of Aransas Pass was asked last month to construct docks along 2,600 feet of additional space to be provided in improvements underway in Conn Brown Harbor, and make the space available for shrimp boats free of charge.

The request was submitted to the city council in a resolution adopted unanimously by members of the Aransas Shrimp Association. Spokesmen for the Association were attorney William Ellis and Sydney Herndon.

Ellis said the shrimp industry poured \$10 million into the economy of Aransas Pass last year. Adequate dock space, available to shrimp boats free of charge, would attract additional boats to the city, adding another \$3 to \$3.5 million to the economy of the city.

### Supply of Blue Crabs Increasing

Marine biologist Terry Leary of the Game and Fish Commission reports that a record crop of blue crabs is building up in the Texas coastal waters. Big blue crabs in

a spawning condition are being brought in by commercial and bait trawlers working the bays and shallow Gulf areas, some of them 12 inches between claw tips.

No market for blue crabs existed until about five years ago. Texas crab production has already reached near one-fourth million pounds a year, and it is predicted that this figure could be doubled easily if a ready market was available at places convenient to crabbers.



The 62' shrimper "Vega" is owned by Wladimir Talts, Port Isabel, Tex. and was built by Diesel Engine Sales, Inc., St. Augustine, Fla. The boat is powered with 150 hp. D-342 Caterpillar engine turning 3-blade 50 x 34 Wiekkala propeller. Included in the equipment is Goodrich Rubber Cutless bearing, Ritchie compass, One-Mile-Ray searchlight, Construction Machinery Co. hoist, and Columbian rope.

### New Cove Harbor Approved

Taxpayers approved a \$300,000 bond issue and Commissioners have been appointed to build a new Cove Harbor a short distance south of Rockport, Texas.

The basin will have 5,000 feet of water frontage, adequately protected from storms. The Cove will be a commercial type harbor, and will be available to all classes of commercial craft, including shrimpers and fishing boats. Work on the new Cove Harbor will begin in the near future, and should be completed within a year.

### Texas Shrimp Fiesta Held

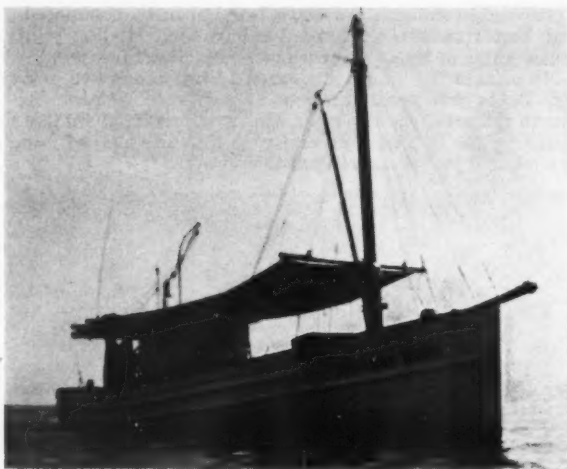
The Port Isabel-Brownsville shrimp Fiesta was to be held in the two Rio Grande cities during a three-day period, July 4 to 6. The highlight of the Fiesta, according to Sam Snodgrass, president of the association, was the blessing of the fleet held at Port Isabel on the 6th. Following the blessing a parade of decorated boats and trawlers was held.

### J. R. Hardee, Jr.

Funeral services were held last month in Fernandina Beach, Fla. for John R. Hardee, Jr. 56, who died of a heart attack while he was driving from his home in Brownsville, Texas to his place of business in that city's port district. Mr. Hardee lived for years in Florida, then in Morgan City, La. and the last nine years in Brownsville.

He was one of the pioneers in the establishment of the jumbo shrimp industry in the Morgan City area. By 1938 he had a fleet of trawlers making Morgan City their home port and had opened the J. R. Hardee, Jr. packing plant on the Berwick waterfront. The concern is still in business, although the majority of the Hardee fleet has been operating out of the Brownsville plant for the past ten years.





"SHIRLEY ROSE", 54' SHRIMP AND SCRAPFISHER, owned by James Adolphson, Biloxi, Miss., is powered by a 150 hp. Cummins Diesel, Twin Disc 3:1 reduction gear, and Columbian 40 x 28" propeller. Her equipment includes Northhill anchor, Ritchie Globe Master compass, Raytheon Fathometer and Linen Thread Gold Medal nets.

### Storm Hits Texas Fishing Fleet

Shrimp fishing was being carried out at an accelerated rate until the second week in June when a tropical disturbance blew into the west Gulf without warning. The shrimp fleet scattered, seeking safety in all south Texas ports and bays. Damage to the fleet has not been determined as yet.

However, during the 30-day period ending June 15, principal selected Texas Gulf ports reported landings of 2.1 million pounds of headoff shrimp of good quality. These landings were nearly one million pounds more than those of the last period and equaled that of the same period in 1957.

Incomplete reports indicate landings of 197,000 pounds of edible finfish for the period. Calm seas early in the period brought the production of redsnapper landings to near the highest point of the year. Fishermen made good catches of warsaw, groupers, ling, kings and mackerel in the Gulf.

Bay fishing reports showed a good supply of speckled sea trout, red and black drum, croakers and gafftops. Flounders are more plentiful than at anytime since the cold winters of 1950-51 when a large percentage of the flounders were wiped out in the Languna Madre.

### Mississippi Shrimp Boats Blessed in Biloxi Festival

A fleet of nearly 150 shrimp boats filed down the Biloxi channel on June 8 to be blessed by Rev. Herbert Mullin, as the 14th annual Biloxi Shrimp Festival came to a close. Queen for this year's festival was 18-year-old Joyce Halat of Biloxi, and Steve M. Sekul, veteran fisherman and shrimp packer, was King of the event.

First prize for the best decorated shrimp boat went to the *Little Steve*, owned by the Gulf Central Seafood Co. with Francis Nadalich as captain. The *Quarterdeck* took second prize and the third place went to the *Mary*.

### New Port Facilities at Pascagoula

Pascagoula's new West Bank \$1 million port facilities were opened to the public on June 29 in conjunction with the third annual Blessing of the Fleet. Capt. Clarence Barton, owner and captain of the trawler *Blue Wing* reigned over the blessing festivities and Ellen Larson was named Queen of the affair.

The new terminal contains approximately 90,000 square feet of covered warehouse space and with its opening,

Pascagoula will join Gulfport as Mississippi's only ports with direct access to shipping lane of the Gulf of Mexico. The dock is 500 feet long and 33 feet wide, while the building measures 44 by 180.

### Biloxi Packing Company to Expand

Elmer Williams, General Manager of the DeJean Packing Co. of Biloxi, Miss. recently announced that his company was going to expand its operations. Heretofore, the principal pack of the company has been shrimp and oysters. The new plans include branching into other seafood lines and by-products of the Gulf. A new plant will be built on the Back Bay of Biloxi, on a site containing about 750,000 square feet.

### Seeks Changes in Menhaden Laws

Wallace Quinn of Biloxi Miss. has appealed to the Mississippi Sea Food Commission to take steps that will allow menhaden boats again to fish within a two-and-one-half mile limit in waters of Jackson County. The recent ordinance banned the menhaden boats within two-and-one-half miles of the coastline, and was designed to prohibit destruction of oyster reefs.

Quinn said that in Jackson County there are no oyster reefs that would be affected and that menhaden boats would not intentionally set nets on oyster beds. Quinn suggested that oyster reefs be staked off to show the boats where they might fish. Four menhaden fisheries are established in Jackson County and employ about 1000 men on boats and in the factories.

### Some Alabama Shrimping Areas Closed As Conservation Measure

Part of the areas of Alabama waters were closed to shrimping recently because of the seasonal influx of small shrimp. The areas closed applied both to day and night shrimping.

Such large numbers of small shrimp were found in the areas that it was thought advisable to close them to shrimping to protect the small shellfish. It is predicted that next season shrimping should be one of the best in several years.

If brown shrimp are found in great enough numbers in the areas affected by the closing order, these waters will be opened for commercial shrimping to this specific breed of shrimp. An added area for shrimping, effective on June 25 was announced by B. B. Larrimore, Seafood Division chief.

Day and night shrimping will be allowed in the Mississippi Sound from Barron Point to Dauphin Island Range Beacon to West End Dauphin Island woods in all waters west of this line, except all waters permanently closed and Portersville Bay.

### Gulf Landings Improving

The states bordering the Gulf of Mexico, Texas, Louisiana, Mississippi, and the Gulf of Florida are gradually increasing the production of seafoods after a slow start early in 1958 due to unfavorable weather conditions.

Blue crab landings showed a large increase with 3,081,000 pounds the first five months of 1958, compared with 2,563,300 pounds landed to June 1, 1957.

Shrimp landings during the first five months of the current year in principal Gulf states ports totaled 23,312,000 pounds, while 24,724,000 were landed in 1957.

Production of edible salt and fresh water fish up to June 1 totaled 3,534,400 pounds, which compared favorably with the 3,587,000 landed during the same period in 1957.

Oyster production was disappointing, but the record actually may not be as bad as indicated considering the withdrawal from production of the some of the best producing reefs along the upper Texas coast. This was considered necessary by the Texas Game and Fish Commission as a conservation measure.

## Halifax Meeting

(Continued from page 7)

be adopted. Adoption will be discussed at the 1959 meeting after more scientific data is obtained. U. S. Senate ratification of the proposal is needed.

The commission agreed to ask the United States to take the necessary steps to carry out the proposal. Sea scallops because they are shellfish never came under the commission's jurisdiction. The United States and Canada, the only two countries involved in the fishery, have been co-operating on extensive research on Georges bank scallops. However scientists do not feel they have sufficient data for any concrete recommendation now.

Commission regulations would be aimed at conserving the scallop supply. Also joint studies on migratory and biological aspects of the shellfish, as well as technological surveys, would be carried out for the benefit of all scallop fishermen. Douglas Pyke of the National Sea Products, Ltd., Lunenburg, N. S., and John F. Linehan, general manager of the New Bedford, Mass., Seafood Producers Association, Inc., warned that unnecessary delay in regulatory controls could be dangerous to the scallop fishery. They urged a stepped up program.

Canada last year landed about 1,800,000 pounds of scallops in operations on the Georges Bank and about 1,500,000 pounds from inshore scalloping. Canada's catch from Georges was about 10 percent of that landed by the United States. Until recently the Canadians were content mostly with the inshore fisheries. Now they are moving more and more to the Georges Bank. The grounds provided the United States with 84 percent of its catch last year, nearly all of which was by New Bedford vessels.

Dr. Lloyd L. M. Dickie of St. Andrews, Canadian Fisheries Research Board expert on scallops, explained the Canadian trend in the quest for deep-sea scallops. When the scallop fishery in the Bay of Fundy started to become overfished, recently, Canada started to range further out. The scallop search began on the Canadian banks off southern Nova Scotia and Newfoundland. A sizeable fishery was discovered in the St. Pierre Bank area in 1953.

The Bank was small but highly concentrated with scallops. It had good potential and boats made catches as high as 3,000 pounds a day. But, it soon was fished out. After the decline, scallopers ranged to the Georges bank where they knew the United States had built up a sizeable fishery. The trip to Georges is shorter for boats operating out of Halifax and Lunenburg than it is to St. Pierre. Although there is still

(Continued on page 32)



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## Diesel Engine Sales, Inc., launches 700th trawler— Tobin Bronze Shaft is standard equipment

The launching of "Caribbean Sea" in February highlights the steady growth of Diesel Engine Sales, Inc., St. Augustine, Fla. Through the years, trawlers built by this company have piled up records of dependable performance. One of the quality features provided in Diesel Engine Sales boats is Tobin Bronze Shafting—which also has established an enviable record of over 70 years for dependability in transmitting power in boats of all types.



**TOBIN BRONZE®** Shafting has proved itself through its performance on thousands and thousands of pleasure boats, fishing and other commercial craft. It is this record of dependability that has made it first choice of boatbuilders and boatowners.



**TEMPALOY®-917**, nickel-aluminum bronze shafting—was developed by The American Brass Company for use requiring extra high strength. Repowering with higher horsepower engines often means replacing original shafting, too. Tempaloy provides the needed extra strength with no increase in shaft diameter—saving costly alteration of bearing, stuffing box and housing assemblies. Features: toughness and high yield strength—high resistance to shock—excellent corrosion resistance—lighter weight—special straightening—close diameter tolerances—individually wrapped and trade-marked—reasonably priced.



**RIGHT:** "Caribbean Sea," Diesel Engine Sales' 700th trawler, slides down the ways. **ABOVE LEFT:** Her 3-inch Tobin Bronze Shaft is being installed.



Both Tobin Bronze and Tempaloy propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. In Canada: Anaconda American Brass Ltd., New Toronto, Ontario, Canada.

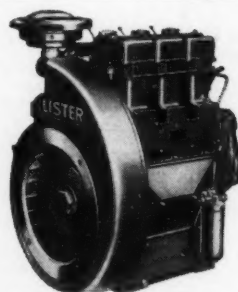
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**Model HA3  
30 BHP @ 1800 rpm  
For Auxiliary**

**EXCEPTIONAL ECONOMY . . . OUTSTANDING SAFETY . . . INSTANT STARTING** in temperatures from sub-zero to 130°. All yours when you install a **LISTER!**

Convincingly service-proved, **LISTER** Diesels (3½ to 600 HP) provide auxiliary power for over ¾ of New England's fishing fleet; propulsion and auxiliary power for fishing boats, work boats and other commercial craft coast-to-coast and the world-over. Parts and service in principal coastal and river ports.

**1 to 3 cylinders  
3½ to 30 BHP @ 1800 r.p.m.  
(Gross Rating 5 to 44 HP)**

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some scalloping at St. Pierres, Canadians prefer to exploit Georges, not only because the trip is shorter, but because it has a long history of rich, steady production. Vessels are sure to come back with a catch.

Concerning conservation measures on the banks under ICNAF proposed regulations, Dr. Dickie said whatever action the commission takes, United States and Canada will continue scallop research programs. Neither the United States or Canada now has any idea what the total proportion of scallop stock is taken on Georges every year. The two countries want to get together and collect the best information they can so they will be able to detect any signs of overfishing.

J. Arthur Posgay of the U. S. Fish and Wildlife Service laboratory at Woods Hole, Mass., told the commission that preliminary American studies on Georges indicate the yield could be increased by controlling the age at which scallops are harvested. The commission was also told by observers at the meeting the outcome of a scientific scallop investigation might be the regulation of the scallop-ring size used on dredges. Scientists also reported that the small scallop between 3 and 4 years of age, doubles in meat content if allowed to survive another year.



# EQUIPMENT and SUPPLY NEWS

## Osco Booklets Describe Diesels

Osco Motors Co., No. Lawrence St., Philadelphia, Pa., has issued two four-page booklets describing the Ford marine Diesel engines, series 4DF and 6DF. The booklets show specifications, power curves, photographs, of the various engines in the two series. Detailed drawings give installation dimensions with various types of additional equipment.

Also available is a specification sheet of accessories for the 4DF and 6DF series, describing such optional equipment as fixed dual sheave power take-off, "Lord" vibration damper flexible engine mounts, and Morse finger pressure remote levers for throttle and hydraulic reverse gear control.

## Two New Radiomarine Radars

The Radio Corporation of America announced recently two new Radiomarine radar models. One is to provide large-ship radar performance for smaller boats and the other an improved unit for big vessels. The large model presents an image in six range scales from one-half to forty miles on a 16 inch scope. The small boat model has a 10 inch scope calibrated for 1, 21, 41, 12 and 32-mile ranges.

The 10 inch model is capable of 7 kw peak power and closely spaced objects appear in sharp detail within the 1, 2, and 4 mile-ranges. The one-quarter hp antenna drive motor, receiver preamplifier, and accompanying equipment are housed in a watertight enclosure below the reflector and horn assembly.

The 16-inch metal cone-type tube is mounted under safety filter glass at an angle of 25 degrees for easier viewing. Picture display arrangements for taking bearings include true display with north remaining at the top of the scope, or relative display varying with the ship's heading.

All fuses, overload and overheat devices are mounted behind a plastic window at the top of the transmitter-receiver cabinet and the fuses are supplied with a neon indicator to show when replacement is necessary. The 1140-rpm heavy duty antenna drive motor is designed to provide freedom from overload in winds up to 75 miles an hour.

## Bendix Announces New Radio Telephones

Bendix Marine, North Hollywood, Cal., has announced its Model 150 Marine radio telephone featuring complete remote control operation. The new unit has a rated power input of 150 watts and operates in the 1600-3500 kc range.



Earl A. Frazier, just appointed Seattle, Wash., district sales manager for John A. Roebling's Sons Corp., Trenton, N. J., and new district sales manager for the New York area, John P. Kadlic.



New Bendix ten-channel Model 150 Radio telephone, rated at 150 watts input and has remote control unit.



Ten crystal controlled frequencies are available at the turn of a switch. Operation can be made from 12, 24, 32, or 110 volt battery supplies or 115 volt AC.

Model 150 permits operation from a flying bridge or other convenient location and affords selection of 10 crystal controlled channels from the same unit. The remote control turns the equipment on and off, selects the headphone or speaker operation plus volume and squelch adjustment.

Using the weatherproof loudspeaker, which can be installed in any location, the Bendix 150 powers an electric paging system, using the telephone handset at main or remote control points. Other features of the Bendix 150 include modulation limiting which clips of both negative and positive peaks in excess of 100 percent modulation, a speech filter which eliminates needless frequencies and harmonics in excess of 3,000 cycles, low harmonic radiation. There is also an automatic noise limiter to reduce ignition and other spark noises to a minimum.

## Detroit Diesel Issues Engine Brochure

A 12-page illustrated brochure entitled "There is a Difference in Diesels" has just been released by the Detroit Diesel Engine Division of General Motors, Detroit, Mich. Covered are such topics as Diesel vs. gasoline engines, the difference in 2-cycle and 4-cycle engines, fuel systems, parts interchangeability, service and others. It includes information on fuel to assist Diesel engine owners and operators in selecting a type of fuel that will give more satisfactory operation of their engine.

## Roebling Appoints District Managers

Earl A. Frazier has been appointed Seattle district sales manager for the Wire Rope and Aircord Division of John A. Roebling's Sons Corp., Trenton, N. J., replacing the late Arthur R. Robinson.

Frazier has been associated with the Roebbling Corp. since 1938. He is well known in the construction industry as Roebbling's national field representative for several years. Later he headed the Cleveland district office. Immediately prior to his present assignment he was in charge of wire rope sales in New York.

John P. Kadlic succeeds Frazier as the New York district sales manager. A native of Bellaire, Ohio, Kadlic has been associated with the Roebbling Corp. since 1947, starting as a sales representative in the St. Louis area. For the past seven years he has been in charge of the firm's wire rope sales in the Philadelphia district.

Charles A. Wagner has been named to replace Kadlic as Philadelphia district manager. Wagner has been connected with the company for ten years.

## PACIFIC COAST

### California College to Study Albacore Fishery Costs

San Diego State College has been appointed by the Fish & Wildlife Service to make a study of the cost of production in the Southern California albacore fishery. Economists will also study the costs of production of Japanese albacore to make a comparison which, it is hoped, will be helpful to the domestic producer.

Walter Stolting, chief of the branch of economics in the Bureau of Commercial Fisheries, appointed State College to make the study during a recent trip to the San Diego area. The college will turn the job over to its Bureau of Business and Economic Research, under the direction of Donald Lawson. Dr. Allen Hale will direct the project with a \$33,000 grant from Fish & Wildlife.

The project will include a management study of the albacore fleet to determine how the vessels can be operated more efficiently to reduce overhead costs and increase profits, thus narrowing the gap between Japanese and American costs of production.

### Sardines More Plentiful in California

Sardines are becoming more prolific in California waters according to Dr. Albert Teseter, head of the biological research department of the U. S. Bureau of Commercial Fisheries.

Teseter told the National Fisheries Institute recently that for the first time in many years there was good sardine spawning last year off the Southern California coast from Point Loma to Point Conception. Thus far this year sardines are spawning as far north as Monterey.

Most of the fish are too small to be considered commercial catch size, but they are food at least for salmon, and good salmon catches have been reported near the schools of these small sardines or anchovies.



Among recent installations of radar in Northwest fishing fleet is the Bendix unit on the *Zaremba II*, owned by Minor Lervold, Seattle, Wash., who is also the president of the Seattle Fishermen's Marketing Association.

### California Yard Starts New Steel Trawler

Construction of another \$600,000 steel tuna clipper, the 12th of its type, was started recently by the National Steel & Shipbuilding Co. The vessel will be 126 ft. over all with a fish capacity of 340 tons. It will carry a crew of 15.

### San Pedro Boat Has New Direction Finder

The *Columbia* of San Pedro, owned by Frank Gargas, is among the first purse seiners on the Pacific Coast to be equipped with the new Bendix Automatic Direction Finder. A feature of the direction finder is the instantaneous presentation of a bearing on a small picture tube in the center of the rotatable compass Rose, and an equally fast determination of sense to the bearing presentation. Three frequency bands cover the marine beacon, broadcast and communication frequencies up to 5 mc.

Power required is only 100 watts of 115 volt alternating current and the source can be an existing power supply or form a Bendix Transistorized Inverter.

### California Planes Spot Fish

Several California vessels are using planes to aid them in spotting fish. The plane spotters are independent contractors and are hired by the vessels. They receive 7½ percent of the gross proceeds of the catches the vessel makes as a direct result of the spotter setting them on the fish or they receive 5 percent of the gross proceeds of all the fish the vessel catches, whether or not the plane spotter is responsible for the catch.

At present 8 pilots are operating out of San Pedro, but at the height of the sardine season there may be as many as 15. The planes used are a Piper or Cessna, equipped with a two-way radio. They are operated all hours of the day or night and sometimes as many as 16 hours a day. The operations range from Point Conception, with occasional trips farther north, and south of San Diego. They search all the channel islands which lie from 15 to 60 miles offshore and also explore banks as far as 90 miles offshore.

### Moss Landing Trollers Seek Tuna

The larger trollers have left Moss Landing, Cal. for San Diego. From there they fan out on prospecting trips covering wide areas of the ocean in an effort to determine where tuna are located. Opinion has been expressed by the fishermen that the water is too warm this year for the fish, though some small catches have been reported off Colnette.

According to the research vessel *N. B. Scofield*, the biggest percentage of albacore are caught in waters between 60 and 64 degrees. Scientists aboard the *Scofield* believe fishing will be good again this year between Point Conception and Monterey where water is in this temperature range.

Among the trollers which have left Moss Landing for the south are the *Sun-Ra* with Capt. Conrad Pedersen; *Penguin*, Capt. Roy Dulaney; *Selma J.*, Capt. Robert Mason; *Joyce*, Capt. John Shogren; *Lanola*, Capt. Lee Bothwell; *Mabel M.*, Capt. Frank Hart; *Marie G.*, Capt. Francis Furber; *Twenty Grand*, Capt. Bill Yeoman; *Cecilia B.*, Capt. Hendry Beck; *Christine*, Capt. J. V. Shaw; *Rondivoo*, Capt. Don Hart; *Anna Louise*, Capt. Stuart Davis; *Rose Marie*, Capt. Carl Davis; *Western Skies*, Capt. Trygve Hamlot and *Harriet Mae*, Capt. Don Coffield.

### Tuna Commission to Charter Clipper

The Inter-American Tropical Tuna Commission has announced that it wishes to charter a commercial tuna clipper for the tagging of yellowfin and skipjack tunas for a 30-day period beginning August 5.

The vessel must be greater than 50 tons carrying capacity and regularly engaged in tuna fishing with live bait. The vessel which is chosen will be placed at the disposal of the Commission on August 5 in San Diego.

## Attends San Diego Tuna Conference

Walter Stolting, chief of the economic and marketing section of the Bureau of Commercial Fisheries with headquarters in Washington, was in San Diego, Cal. recently, conferring with American Tunaboat Association officials and cannerymen on the economic condition of the tuna industry.

Stolting conferred with Harold Cary, manager of the tunaboat association. He was to hold similar conferences with tuna industry officials in the Los Angeles-Long Beach area.

Cary said the auction of tuna clipper catches brought the total sold since the auction system was started to 40,000 tons.

## Good Fishing at Bodega Bay

A fair flurry of fishing at Bodega Bay, Cal. has drawn all the small boats from Moss Landing capable of making the 130-mile trip. Among the boats fishing out of Bodega Bay and reporting good catches are: Capt. Ed Thomas on the *Neptune*, Capt. Fred Chaney on the *Sharon-Denise*; Capt. Bill Tomlinson on the *White Angel* and his son Capt. Bill, Jr. on the *Husky*; Capt. Jack Norman on the *L.C.F.*, Capt. Allen Richter on the *California*; Capt. Stanley Haskin on the *Lizzart*; Capt. Guy Thompson on the *West Wind*; Capt. Al Thevin on the *Annie T.* and Capt. E. W. Allison on the *Rita Marie*.

## Party Boat Now Commercial Fisherman

Planning to fish commercially for the first time, Dudley Brown and his wife Frances have purchased the 42-ft. troller *Flying Dutchman* from Edward D. Hart of Morro Bay. The vessel, built in New Orleans, has old growth swamp cedar and cypress planking. The engine is a General Motors 6-71 Diesel. The boat has flax bearings, a 12-volt electrical system, Fisher direction finder and Bendix 100 fathom depth sounder. The *Flying Dutchman* has been used as a party boat in Morro Bay and Moss Landing for the last couple of years.

## Washington Dept. of Fisheries Begins Fish Farming Program

The Washington State Director of Fisheries announced on June 9 that a program was underway to train men in his department to qualify in various practical phases of fish farming similar to that carried on in other countries.

The program will comprise courses on: (1) analysis of water quality in ponds, bays, lakes and streams; (2) hydraulic controls for water impoundments; (3) fish predator control; (4) fertilization and mineralization of water areas for environmental control; (5) mechanical and technical clam farming for cultivation of tidal areas; (7) transferring of stocks of fish from one area to another for the re-stocking of food fish; (8) salt and brackish water rearing of food fish.

Persons outside the department personnel will be permitted to attend classes and meetings where the various aspects of fish farming will be discussed. It is hoped the program will be advanced far enough to begin holding classes during the fall and winter months.

## Joins Washington Fisheries Staff

Paul Franulovich of Anacortes, a commercial fisherman since 1929, has joined the staff of the Washington Department of Fisheries.

Franulovich was scheduled to leave last month for Adak to join in investigations of deep-sea salmon fisheries in Alaska waters.

It is believed that he will bring a practical fisherman's approach to exploratory investigations in Puget Sound and offshore fisheries. Franulovich was captain of the purse seiner *St. Jude* in 1957.



THE 36' DOUBLE ENDED TROLLER, "SERVICE", owned by Elmer and Charles Chevalier, Stuart Island, Wash., is powered by a Chrysler Crown engine that turns a 28 x 16 Coolidge propeller. Included in the equipment is Channelgard, radio frequency monitor, shown attached to Kaar radio. Channelgard allows listening to 2182kc and use of other frequencies with same set.



## Friday Harbor Troller Has New Frequency Monitor

Elmer and Charles Chevalier of Stuart Island, Wash. are fishing their craft, the *Service* of Friday Harbor, as a troller this season. Elmer used the *Service* as a gillnetter in 1957, but the short netting season this year has caused him, and a larger number of pacific north west fishermen, to rig for trolling in order to get a longer fishing period.

The 36-foot double ender is powered with a Chrysler Crown engine turning a 28 x 16 Coolidge propeller. The forward poles are 26 feet in length and the aft poles are 35 feet long. Six lines are used on Kolstrand gurdies.

The *Service* has a Karr Model 37 radio and a monitor that connects to the radio permitting the skipper to listen to 2182 kc as the FCC requires, yet working other frequencies through the same speaker on the main set.

Every call from ship to ship is supposed to be made on 2182 kc, not on one of the fishing frequencies. After contact is made, the parties must switch to a fishing frequency for conversation. This may require the use of two receivers in order to keep from switching back and forth. Not to call on 2182 kc constitutes a violation of the FCC rules.

The monitor used aboard the *Service* is "Channelgard", a new radio telephone attachment designed to eliminate the need for a completely separate receiver in the marine bands, and the harmonics interference of a second receiver. A product of SESCO Inc, Friday Harbor, Wash., the Channelgard is to allow the operator to receive calls, even while the receiver selector is on another channel. There is a single combination on-off and gain control.

Only 5 x 7 x 2 inches, the Channelgard is mounted on or near the main set. Simple installation with any set is



made by means of the pre-rigged cable. One end of the cable is an octal plug-in to Channelgard. The other is a tube adapter socket which is inserted between the radio telephone audio output tube and its socket. The antenna lead from Channelgard is soldered to the antenna change-over relay on the radio telephone receiver side.

Channelgard is designed to operate on any DC voltage or AC power supply and adds only a negligible additional power load with its two-tube circuit.

## Washington Fish Landings Show Big Increase

Washington State's commercial fisheries landings for the first four months of 1958 were up three million pounds over the comparable period of 1957. Production increased in almost all major fisheries with the exception of the troll salmon fishery and otter trawl fishery.

Salmon trollers were hit by a combination of warm currents off the coast and an early Columbia River run. Otter trawlers were inactive for more than two months because of a strike.

## Oppose Moving Washington Offices

Plans were announced last month for a legal action to prevent the State Game Department and the State Fisheries Department from moving their headquarters from Seattle to Olympia.

The group opposed to the move is the Citizens Emergency Committee to Prevent Waste of Fish and Game Funds and includes representatives of several sports groups, commercial fishing-industry organizations and labor unions. Claude H. Elerding of Seattle is secretary.

## "John N. Cobb" on Shrimp Cruise

The Fish & Wildlife Service vessel *John N. Cobb* was scheduled to leave Seattle, Wash. on June 9 for a three-week shrimp cruise off the Oregon coast. The trip is the third exploratory shrimp survey to be conducted by the Bureau of Commercial Fisheries during 1958.

The objectives of the cruise will be to delineate commercial shrimp potentials in waters off central Oregon waters. An attempt will be made to locate grounds where commercial quantities of pink or cocktail shrimp are available and to explore for side stripes, a larger variety of shrimp.

The area of operation was to include the offshore waters from Cape Falcon to Newport, Oregon. A 43-ft. Gulf of Mexico flat-type trawl was to be used to carry out fishing operations.

On a previous cruise the *Cobb* made the best catches of pink shrimp in the area between Destruction Island and Quillayute at depths from 60-68 fathoms. Fairly good catches were also made 20 miles west of Cape Flattery, Wash., at depths from 68-107 fathoms.

## Demonstrate Life Raft In Puget Sound

A new type of self-inflating, rubber life raft was demonstrated in Puget Sound last month by the crew of the Fish & Wildlife Service vessel *John N. Cobb*. The raft was developed by the British Royal Navy during the Second World War.

Advantages reported for the rafts are easier launching, particularly in foul weather, when there is danger of damaging conventional lifeboats, and protection for occupants from the weather. This protection is provided by a rubber covering supported by inflated arches.

The rafts carry flares, oars, hand pumps, food and even patching equipment. The raft inflates automatically from compressed carbon dioxide when a valve is opened by a pull cord.

Several fishing vessels based at Seattle have installed the new-type rafts.

# BOAT CATCHES

For Month of June

Hailing fares. Figure after name indicates number of trips.

## GLOUCESTER (Mass.)

Acme (6)	104,500	Lady of the Rosary (4)	184,500
Agatha (4)	435,500	Linda B. (8)	38,500
American Eagle (8)	153,000	Little Flower (7)	136,500
Andrea G. (2)	220,000	Little Joe (6)	30,500
Anna Guarino (9)	42,500	Malolo (2)	122,000
Ann & Marie (3)	7,500	Manuel P. Domingoes (1)	155,000
Annie (13)	51,000	Margaret Marie (5)	72,500
Anthony & Josephine (6)	128,500	Marianna II (5)	182,000
Atlantic (2)	138,000	Mary (1)	26,500
Ave Maria (6)	107,000	Mary Ann (7)	216,500
Blue Waters (3)	490,000	Mary Jane (2)	390,000
Bonaventure (2)	255,000	Mary Rose (2)	325,000
Bonnie B. (1)	28,500	M. C. Ballard (4)	413,000
Bonnie Bill (7)	81,500	Morning Star (5)	165,500
Bonnie Breaker (2)	400,000	Nancy & Maria (5)	77,000
Cape Cod (4)	62,500	Natale III (6)	251,000
Carlansul (6)	67,500	Njorth (6)	18,500
Carlo & Vince (7)	181,500	No More (5)	5,000
Cigar Joe (2)	89,000	North Sea (2)	355,000
Clinton (6)	16,000	Ocean Spray (2)	147,000
Clipper (2)	315,000	Olympia (6)	283,000
Curlew (1)	155,000	Our Lady of Fatima (1)	190,000
Cushmaner (17)	245,000	Philip & Grace (2)	230,000
Dawn (1)	500	Pilgrim (4)	408,500
Dolphin (3)	365,000	Pioneer (12)	31,000
Doris F. Amoro (2)	102,000	P. K. Hunt (2)	260,000
Dragnet (3)	166,000	Powhatan (2)	110,000
Eagle (4)	391,000	Priscilla (5)	14,500
Eddie & Lulu M. (14)	28,000	Prosperity (15)	37,000
Edith L. Boudreau (1)	95,000	Puritan (1)	20,000
Emily H. Brown (2)	255,000	Rose & Lucy (7)	151,000
Estrela (2)	34,500	Rosemarie (8)	185,000
Eva II (13)	34,500	Rosie & Gracie (7)	226,000
Evelina M. Goulart (1)	38,000	St. Anna Maria (4)	108,000
Evelyn C. Brown (1)	200,000	St. Cabrini (6)	165,500
Falcon (16)	93,500	St. John (11)	28,500
Flow (1)	260,000	St. Joseph (4)	216,500
Francis R. (2)	76,500	St. Mary (7)	159,000
Frankie & Jeanne (4)	4,500	St. Nicholas (2)	370,000
Gaetano S. (2)	215,000	St. Peter (5)	215,500
Gertrude E. (7)	9,000	St. Peter III (7)	300,500
Giacomina (9)	18,000	St. Providence (13)	56,000
Golden Dawn (2)	49,500	St. Rosalie (2)	70,000
Holy Family (2)	310,000	St. Stephen (7)	67,500
Holy Name (8)	56,000	St. Terese (6)	255,500
Ida & Joseph (5)	253,500	St. Victoria (3)	170,500
Immaculate Conception (5)	116,500	Salvatore & Grace (6)	187,500
Irene Y. (1)	160,000	Sebastiana C. (6)	273,000
Irma Virginia (3)	71,500	Serafina N. (6)	146,500
Jackie B. (5)	173,000	Star of the Sea (1)	7,000
Jackson & Arthur (8)	24,000	Theresa M. Boudreau (2)	420,000
J. B. N. (2)	105,500	Tina B. (1)	95,000
Jennie & Lucia (4)	149,500	Topsy Parson (15)	26,000
Jennie & Lucia (2)	315,000	Victoria (5)	4,000
Joseph S. Mattos (2)	380,000	Villanova (1)	235,000
Josie II (11)	46,000	Vincie N. (1)	2,000
Judith Lee Rose (1)	200,000	Virginia Ann (4)	120,000
Kingsfisher (2)	440,000	We Three (1)	3,000
Lady of Good Voyage (2)	195,000	White Owl (12)	36,500
		Wild Duck (1)	160,000

## Scallop Landings (Lbs.)

Stephen R. (2)	20,000
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## ROCKLAND (Me.)

Araho (4)	497,000	Margaret Jean (9)	211,000
Elin B. (5)	267,500	Ocean (1)	300,000
Ethel B. (4)	94,000	Rhode Island (3)	130,000
Flo (1)	52,000	Squall (2)	590,000
Flow (1)	84,000	Storm (2)	600,000
Helen Mae II (3)	160,000	Surf (1)	300,000
John J. Nagle (1)	150,000	Tide (1)	290,000
Little Growler (4)	274,000	Verna G. (8)	140,000
Louise G. (4)	105,000	Wave (1)	240,000
Mabel Susan (3)	102,000		

## Scallop Landings (Lbs.)

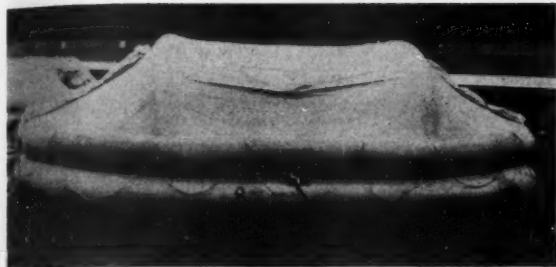
Pocahontas (2)	22,000
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## STONINGTON (Conn.)

Averio (13)	14,400	Irene & Walter (8)	2,600
Bette Ann (9)	12,000	Jane Dore (15)	14,000
Carl J. (12)	31,900	Laura (6)	3,600
Carolyn & Gary (13)	35,500	Lt. Thos. Minor (17)	29,000
Connie M. (16)	53,200	Marise (13)	10,300
Fairweather (5)	16,200	Old Mystic (16)	42,700
Five Sisters (3)	5,200	William B. (14)	32,600

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Agnes & Elizabeth (3)	101,400	Mascot (16)	168,000
Alice M. Doughty II (3)	77,000	Medan (1)	275,000
Andarte (2)	205,000	Nancy B. (5)	95,000
Ariel (7)	118,100	Quincy (2)	410,000
Bobby & Jack (2)	145,000	Rebecca II (13)	192,300
Cathy-Aldie (17)	343,600	Resolute (3)	163,000
Challenger (23)	587,800	St. George (1)	165,000
Courier (1)	175,000	St. Joseph II (11)	186,400
Crescent (24)	802,600	Sea Hawk (2)	243,000
Dorchester (1)	180,000	Theresa R. (2)	205,000
Dorothy & Ethel II (7)	262,000	Vagabond (3)	126,000
Elinor & Jean (4)	73,400	Vandal (3)	219,500
Gulf Stream (2)	400,000	Verna G. (7)	120,600
Lawrence Scolia (15)	227,700	Vida E. II (24)	663,200
Lawson (3)	200,000	Vogager (3)	149,000
Marie H. (11)	140,300	Wawenock (3)	675,000
Mary & Helen (18)	301,600	Winthrop (1)	120,000
Mary & Jennie (23)	661,800		

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North Cape (1) 14,800

#### Scallop Landings (Lbs.)

Barbara & Gail (2)	15,000	Karina T. (3)	28,200
Beatrice & Ida (3)	27,600	Manchonoch (1)	10,000
Carol-Jack (2)	21,500	Muskegon (2)	14,100
David A. (2)	22,000	Norseman (3)	20,500
Enterprise (2)	21,100	Phyllis J. (1)	6,300
Felicia (2)	22,000	Richard Lance (1)	9,500

#### WOODS HOLE (Mass.)

Angeline (3)	5,700	Judy Sue (16)	65,600
Arnold (7)	44,300	Little Lady (4)	7,000
Bernice (5)	38,600	Madeline (3)	12,500
Clara C. (4)	9,700	Madonna De Siracusa (1)	2,900
Clifton (6)	11,600	Margie L. (8)	139,500
Curlew (5)	17,100	Mary E. D'Eon (3)	41,500
Dartless (9)	140,900	Mary F. (1)	2,100
Dorothy & Mary (8)	170,600	Morning Star (7)	28,600
Driftwood (3)	6,200	Papoose (2)	16,500
Famiglia (1)	8,000	Reliance (5)	21,400
Flamingo (2)	17,800	Roann (1)	19,100
Gertrude E. (1)	7,800	Ruth Lea (1)	1,800
Harvest (3)	4,600	Serafina (1)	2,200
Huckleberry Finn (6)	29,300	Southern Cross (5)	60,100
Isabelle J. (3)	47,600	Three Bells (3)	26,600
Janet & Elise (2)	2,700	Viking (5)	21,800
Judy Lee (1)	7,000	Winifred M. (1)	6,300

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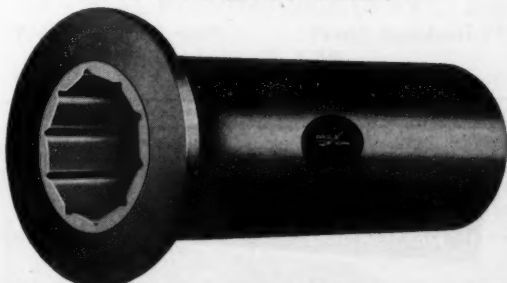
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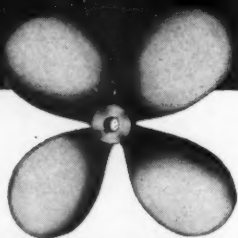
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Akutan (1)	65,000	Lorelei II (1)	56,000
Alaska Queen (1)	90,000	Lucky Star (1)	50,000
Albatross (1)	45,000		
Alma (1)	42,000	Maddock (2)	27,000
Alma J. (1)	53,000	Marilee Ann (2)	82,000
Alrita (1)	78,000	Martindale (1)	17,000
Angeles (2)	58,000	Masonic (1)	60,000
Anne (1)	45,000	Merit (2)	7,600
Antoinette L. (1)	15,000	Mermaid (1)	26,300
Arlice (1)	50,000	Middleton (1)	46,000
Arne (1)	24,000	Midway (1)	37,000
Arrow (1)	48,300		
Atlantic (1)	40,000	Nanna (1)	39,000
		New Era (1)	61,000
Bergen (2)	63,500	Nightingale (1)	21,500
Bernice R. (1)	28,000	Norrone (1)	48,000
Bonanza (1)	55,000	North (1)	58,000
Borghild (1)	38,000	Northern Light (1)	54,000
		Nova (1)	33,000
California (1)	31,000		
Chelan (1)	17,400	Oceanus (2)	79,000
Christian S. (1)	39,000	Orbit (2)	35,000
Constitution (1)	64,000		
		Pacific (1)	62,000
Dean (2)	50,500	Patricia Joan (1)	43,000
DeLuxe (1)	30,000	Platinum (1)	50,000
Dolphin (1)	37,000	Polaris (1)	66,000
Eastern (1)	30,500	Radiant (1)	10,000
Eclipse (1)	44,000	Rainer (1)	3,500
Eldorado (1)	33,000	Recovery (1)	48,000
Empress (1)	22,000	Republic (1)	54,000
Ethel S. (2)	96,000	Resolute (1)	58,500
Evening Star (1)	70,000		
		Salute (1)	64,000
Faith II (1)	31,000	Sanak (1)	36,000
Flying Tiger (1)	30,000	Sandra L. (1)	40,000
Freya (1)	31,000	Satrania (1)	52,000
		Seattle (1)	72,000
Grant (1)	52,000	Sea Bird (1)	47,000
		Seymour (1)	65,000
Hazel H. (1)	35,000	Shirley J. (2)	54,000
Hoover (1)	57,000	Signe (1)	47,000
		Sonja (2)	83,500
Ideal (1)	23,000	Souphin (1)	62,000
Ikaros II (2)	40,000	Susan (1)	63,000
Ilene (1)	62,000	Swift II (1)	14,000
Inez M. (2)	61,300	Sylvia (2)	82,000
Irene G. (1)	55,000		
		Thor (1)	56,000
Jane (1)	34,000	Totem (1)	50,000
		Vansee (1)	80,000
Kaare (1)	120,000	Vivian (1)	53,000
Karen T. (1)	64,000		
Kingfisher (1)	50,000	Wesley (2)	17,000
		Zenith (1)	60,000
Lady Olga (1)	40,000		
Lane (1)	7,700		
Leading Lady (1)	70,000		

## BOSTON (Mass.)

Agatha (1)	120,000	Minnie (3)	238,100
Agatha & Patricia (3)	113,600	Mother Frances (3)	78,600
Angie & Florence (5)	92,200		
Annie & Lucy (6)	77,600	Nautilus (3)	132,800
Arlington (2)	195,300	New Star (3)	269,200
Atlantic (2)	112,300	Notre Dame (4)	177,400
Baby Rose (3)	193,400	Ocean Wave (3)	116,600
Bay (3)	223,400	Ohio (3)	187,600
Betsie (2)	1,800	Olympia LaRosa (3)	136,100
Bonnie (3)	317,500		
Bonnie Billow (2)	133,000	Pam Ann (2)	129,800
Brighton (3)	226,800	Patty Jean (2)	181,500
Buzz & Billy (4)	139,300	Phantom (2)	156,500
		Plymouth (2)	127,500
Cambridge (2)	145,000	Princess (2)	48,200
Caracara (3)	116,200	Puritan (2)	88,600
Carmela Maria (5)	99,500		
Carmen & Vince (4)	87,000	Racer (3)	262,200
Charlotte M. (3)	109,000	Raymonde (3)	154,800
Comet (2)	133,600	Red Jacket (3)	333,700
C. R. & M. (4)	110,800	Regina Maria (3)	155,900
		Rosa B. (3)	256,000
Elizabeth B. (2)	139,300	Rosie (4)	74,800
Ethelena (4)	163,200	Rush (3)	169,500
Flying Cloud (1)	100,600	St. Angelo (2)	47,300
Four (2)	130,400	St. Rosalie (2)	61,800
		Salvatore (4)	3,200
Gaetano S. (1)	85,400	San Calogero (6)	168,000
Geraldine & Phyllis (3)	78,200	San Antonio II (2)	11,700
		Santa Maria (5)	161,800
Hazel B. (3)	136,700	Santa Rita II (1)	9,100
		Star of the Sea (3)	51,900
Jane B. (3)	242,300	Star of the Sea (N.B. (1)	7,600
J. B. Junior (2)	87,600	Sunlight (1)	34,300
Jeanne D'Arc (3)	85,800	Swallow (2)	94,100
Josephine P. II (3)	110,200		
		Terra Nova (3)	184,600
Katie D. (1)	59,500	Texas (3)	176,200
		Thomas D. (3)	88,700
Leonard & Nancy (3)	86,300	Thomas Whalen (2)	107,800
Magellan (6)	182,600	Villanova (4)	112,700
Manuel F. Roderick (2)	95,900	Vincie N. (2)	57,500
Maria Del S. (7)	68,800		
Maria Giuseppe (4)	7,300	Weymouth (3)	218,500
Mary & Joan (3)	186,900	Wm. J. O'Brien (2)	120,800
Michael G. (5)	99,200	Winchester (3)	232,900
Michigan (2)	168,200	Wisconsin (1)	141,000



58,000	27,000
50,000	17,000
	82,000
	60,000
	2,600
	26,300
	46,000
	37,000
	39,000
	61,000
	21,500
	48,000
	58,000
	54,000
	33,000
	79,000
	35,000
	62,000
	43,000
	50,000
	66,000
	10,000
	3,500
	48,000
	54,000
	58,500
	64,000
	36,000
	40,000
	50,000
	72,000
	47,000
	65,000
	54,000
	47,000
	82,500
	63,000
	41,000
	82,000
	56,000
	50,000
	80,000
	53,000
	17,000
	60,000
	38,100
	332,800
	69,200
	777,400
	16,600
	29,800
	81,500
	56,500
	47,000
	48,200
	88,600
	52,200
	54,800
	33,700
	55,500
	56,000
	74,500
	47,300
	51,800
	3,200
	118,000
	31,800
	9,100
	51,900
	7,600
	11,700
	44,300
	44,100
	44,600
	6,200
	88,700
	77,800
	2,700
	7,500
	8,500
	0,800
	1,900
	1,000

Adventurer (4)	95,700	Lubenray (2)	63,300
Althea (2)	52,500	Lynn (3)	44,900
Anastasia E. (3)	59,300		
Annie Louise (3)	44,500	Major J. Casey (3)	81,500
Annie M. Jackson (3)	77,000	Marie & Katherine (1)	29,800
Austin N. (1)	12,800	Mary E. D'Eon (2)	37,000
		Mary F. (1)	3,000
Barbara M. (4)	87,500	Mary J. Landry (1)	34,500
Bozo (2)	11,300	Mary Tapper (4)	167,500
		Midway (3)	103,000
Cap'n Bill II (3)	116,600	Miriam A. (3)	88,200
Captain Deebold (3)	89,000	Molly & Jane (4)	75,500
Carl Henry (3)	94,700		
Charles E. Beckman (5)	90,500	North Sea (3)	82,200
Christina J. (3)	111,500		
Christine & Dan (3)	55,300	Pauline H. (2)	116,000
Comber (4)	53,100	Phyllis J. (5)	74,100
Fairweather (2)	18,000	Roann (1)	29,000
Familgia (2)	22,000	Roberta Anne (3)	86,000
Friendship (2)	58,500	Rosalie F. (3)	80,600
		Rosemarie Y. (2)	54,400
Gannet (3)	168,300	Rush (3)	121,700
Growler (3)	70,500		
		Solveig J. (3)	135,000
Harmony (3)	80,600	Stanley B. Butler (2)	103,100
Hope II (2)	54,900	Sunbeam (3)	83,500
		Susie O. Carver (3)	49,800
Invader (3)	104,000		
Ivanhoe (2)	45,000	Teresa & Jean (3)	180,700
		Two Brothers (4)	46,900
Jacintha (2)	82,000		
Janet & Jean (3)	105,500	Venture I (1)	32,000
Julia DaCruz (1)	12,500	Victor Johnson (3)	57,500
		Viking (3)	134,900
Katie D. (2)	104,000		
Kelbarsam (4)	48,700	Whaler (3)	154,200
		Winifred M. (1)	4,000
Lorine III (2)	42,100		
<b>Scallop Landings (Lbs.)</b>			
Abram H. (2)	22,000	Laura A. (3)	33,000
Adele K. (1)	11,000	Lauren Fay (2)	22,000
Adga W. (3)	21,200	Linda & Warren (3)	27,500
Aloha (3)	33,000	Linus S. Eldridge (2)	22,000
Alper (1)	21,000	Louis A. Thebaud (3)	23,000
Amelia (2)	22,000	Louise (2)	22,000
Babe Sears (2)	22,000	Malene & Marie (2)	22,000
Baltic (1)	22,000	Marjorie M. (2)	12,300
B. Estelle Burke (2)	22,000	Marmax (2)	22,000
Bobby & Harvey (2)	7,900	Mary Ann (2)	22,000
Brant (2)	22,000	Mary J. Hayes (2)	22,000
Bright Star (3)	33,000	Moonlight (2)	22,000
Brother Joe (2)	15,100		
		Nancy Jane (3)	33,000
Camden (2)	22,000	Nellie Pet (2)	22,000
Cap'n Bill (1)	5,000	New Bedford (3)	33,000
Carlo & Estelle (2)	22,000	Newfoundland (2)	12,700
Catherine B. (2)	22,000	Noreen (2)	22,000
Catherine C. (3)	33,000		
Charles S. Ashley (3)	33,000	Pearl Harbor (3)	33,000
Clipper (2)	22,000	Pelican (1)	11,000
		Polaris (2)	22,500
Dartmouth (3)	33,000	Porpoise (2)	22,000
Debbie & Jo-Ann (1)	11,000		
		Richard Lance (1)	11,000
Edgartown (3)	33,000	Ruth Lea (2)	22,000
Eleanor & Elsie (2)	22,000	Ruth Moses (2)	22,000
Elizabeth N. (2)	21,000		
Empress (1)	11,000	Sandra Jane (3)	33,000
Eunice-Lillian (1)	11,000	Sea Ranger (3)	33,000
Fairhaven (2)	22,000	Sharon Louise (2)	22,000
Flemingo (2)	22,000	Shipican (3)	33,000
Fleming (3)	33,000	Smilyn (1)	11,000
Florence B. (3)	33,000	Snoopy (3)	33,000
		Stanley M. Fisher (2)	22,000
Geraldine (3)	33,000		
Hilda Garston (3)	33,000	Ursula M. Norton (3)	33,000
Jerry & Jimmy (2)	22,000	Vivian Fay (3)	33,000
Josephine & Mary (2)	22,000		
		Wamsutta (2)	22,000
Kingfisher (2)	22,000	Whaling City (2)	22,000

## (Continued from page 8)

ator operating but with no one in the engine room since she was wheelhouse controlled, the automatic bilge alarm rang, and immediately heavy smoke was seen pouring out of the engine room. Fire and smoke cut off access to the engine room and under deck spaces. Abandoned in a matter of hours, she burned to the water's edge and sank, carrying to her watery grave whatever evidence there might have been as to the source or cause of the fire, the place or location of its origin.

Therefore, the higher court ordered the insurance company to pay the loss saying:

"Assuming that prudent management required a circuit breaker in the line, it would be the sheerest guesswork to say that fire started in the starboard generator or in any part of the electrical system because of the absence of the circuit breaker."

## PUMPS

**MOTOR DRIVEN CENTRIFUGAL PUMPS, 150 GPM, 35' head, 3" suction, 2½" discharge. Motor: 2 HP 8 amp 230 VDC, mfg. by Master Electric Co. \$185.00 ea. FOB**

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**BILGE PUMPS**— $\frac{1}{4}$  HP—120 VDC—2.4 amps—Ingersoll-Rand type IRVNS $\frac{1}{4}$ —13' head @ 35 GPM— $1\frac{1}{2}$ " inlet—1" outlet—totally enclosed GE motor. Close-coupled motor driven. \$122.75 ea. FOB

**FAIRBANKS-MORSE 37F10—10 X 12½—6 cyl.—240 HP @ 400 RPM.**  
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Power  
Trans-  
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SINCE  
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Write for new catalog  
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Danforth Anchors, 2121 Allston Way, Berkeley, Calif.

"Northhill": Air Cruisers Div., Garrett Corp., Belmar, N. J.

## ANTIBIOTICS

Chas. Pfizer & Co., Inc., 630 Flushing Ave., Brooklyn 6, N. Y.

## BATTERIES

Bowers Battery & Spark Plug Co., Box 1262, Reading, Pa.

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

Exide Industrial Division—The Electric Storage Battery Co., 42 South 18th Street, Philadelphia 2, Pa.

Surrette Storage Battery Co., Salem, Mass.

## CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

A. J. Tower Co., 24 Simmons St., Boston, Mass.

United States Rubber Co., Rockefeller Center, New York, N. Y.

## COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

John E. Hand & Sons Co., Atlantic & Washington Avenues, Haddonfield, N. J.

Marine Compass Co., Pembroke, Mass.

E. S. Ritchie & Sons Inc., Pembroke, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

## CORDAGE

Bob Stone Cordage Company, Chariton, Iowa.

Catting Rope Works, Inc., Maspeth, N. Y.

Columbian Rope Co., Auburn, N. Y.

The Edwin H. Fittler Co., Philadelphia 24, Pa.

New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

## DEPTH SOUNDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

## DIESEL TESTING EQUIPMENT

Kiene Diesel Accessories, Inc., 10352 Pacific Ave., Franklin Park, Ill.

## DIRECTION FINDERS

Bludworth Marine, 82 Gold St., N. Y. 7, N. Y.

Kear Engineering Corp., Palo Alto, Calif.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ELECTRIC GENERATING PLANTS

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## ENGINES—Diesel

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American MARC Inc., 1601 W. Florence Ave., Box 549, Inglewood, Calif.

Burmeister & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Caterpillar Tractor Co., Peoria, Ill.

Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Div., General Motors Corp.,

13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

Ford Marine Engines, Osco Motors Corp., 3627 N. Lawrence St., Philadelphia 40-AF, Pa.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

P&H Diesel Engine Division Harnischfeger Corp., 500 S. Main Street, Crystal Lake, Illinois.

Hercules Motors Corp., 101 Eleventh St., S.E., Canton, Ohio

Lister-Blackstone, Inc., 42-32 21st St., Long Island City 1, N. Y.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

Perkins Machinery Co. Inc., Exit 53 Route 128, Needham Hts., Mass.

Petter Engine Div., Orenda Industrial, Inc., 34-14 58th St., Woodside 77, N. Y.

Red Wing Marine Corp., Red Wing, Minn.

Waukesha Motor Co., Waukesha, Wisc.

White Diesel Engine Division, White Motor Co., Springfield, Ohio.

Wolverine Marine Dept., The Coulter & McKenzie Machine Co., 35 Union Ave., Bridgeport 3, Conn.

## ENGINES—Gasoline

Burmeister & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Marine Engine Division, Chrysler Corp., 7700 Russell St., Detroit 11, Mich.

Ford Marine Engines, 3627 N. Lawrence St., Philadelphia 40-AF, Penna.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Norseman Marine, 105 Nevada St., Oshkosh, Wisc.

Red Wing Marine Corp., Red Wing, Minn.

## ENGINES—Outboard

Evinrude Motors, 4670 N. 27 St., Milwaukee 16, Wis.

Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

## FISH KNIVES

R. Murphy Co., Ayer, Mass.

## FISHING GEAR

The Harris Co., Portland, Me.

Marine Construction & Design Co., 2300 Commodore Way, Seattle 99, Wash.

Westerbeke Fishing Gear Co., Inc., Fish Pier Road, Boston 10, Mass.

## FLARE SIGNALS

Kilgore Inc., International Flare Signal Div., Westerville, Ohio

## FLEXIBLE HOSE LINES

Aeroquip Corp., 300 South East Ave., Jackson, Mich.

## FLOATS

Dale Plastics Corp., 5736 12th St., Detroit 8, Mich.

J. H. Shepherd Son & Co., Elyria, Ohio.

B. F. Goodrich Sponge Products Division, Shelton, Conn.

The Linen Thread Co., Inc., 418 Grand St., Paterson 1, N. J.

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Winpower Mfg. Co., Newton, Iowa

## GENERATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

Winpower Mfg. Co., Newton, Iowa

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## HOOKS

O. Mustad & Son, Oslo, Norway.

"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## INSULATION

"Styrofoam" (Expanded Dow Polystyrene): The Dow Chemical Co., Midland, Mich.

## LORAN

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

## MOTOR GENERATORS

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## NETS

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Joseph F. Shea, Inc., East Haddam, Conn.

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## NET LIFTERS

Crossley Co., 16 West 5th St., Erie, Pa.

## OIL—Lubricating

The California Oil Co., Perth Amboy, N. J.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Socony Mobil Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

Standard Oil Co. of California, Standard Oil Bldg., San Francisco, Calif.

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The Federal Paint Co., Inc., 33 Rector St., New York 6, N. Y.

Henderson & Johnson, Inc., Gloucester, Mass.

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Tarr & Wonslow Ltd., Gloucester, Mass.

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## PLYWOOD

Douglas Fir Plywood Assoc., Tacoma 2, Wash.

## PRESERVATIVES

Robeson Preserve Co., 214 Merchant St., Port Huron, Mich.

## PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Hyde Windlass Co., Bath, Maine.

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## PROPELLER RECONDITIONING

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The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

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Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

Sudbury Laboratory, South Sudbury, Mass.

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Decca Radar Inc., 539 West 25th St., New York 1, N. Y.

Edo Corporation, College Point, L. I. N. Y.

Lavole Laboratories, Inc., Morganville 18, N. J.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

#### RADIO TELEPHONES

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Bludworth Marine, 92 Gold St., New York 38, N. Y.

Hudson American, 29-01 Borden Ave., Long Island City 1, N. Y.

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Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

#### RANGES—Galley

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#### REDUCTION GEARS

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Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

The Walter Machine Co., Inc., 84 Cambridge Ave., Jersey City 7, N. J.

#### RUST PREVENTIVES

Sudbury Laboratory, South Sudbury, Mass.

#### SEARCHLIGHTS

The Carlisle & Finch Co., 4562 W. Mitchell Ave., Cincinnati 32, Ohio

#### SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.

Diesel Engine Sales Inc., St. Augustine, Fla.

Diesel Engine Sales of Ft. Myers, Fla., Inc., 2909 Frierson, Ft. Myers, Fla.

Harvey F. Gamage, So. Bristol, Maine.

General Marine Boatyard, Inc., Fort Myers Beach, Fla.

Gladding-Hearn Shipbuilding Corp., 1 Riverside Ave., Somerset, Mass.

Morehead City Shipbuilding Corp., Morehead City, N. C.

#### SILENCERS

The Maxim Silencer Co., 128 Homestead Ave., Hartford, Conn.

#### STARTING FLUID

Spray Products Corp., P. O. Box 584, Camden 1, N. J.

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Metal Marine Pilot, 342 Golden Gate Ave., Tacoma, Wash.

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Byron Jackson Tools, Inc. 1900 E. 65th St., Los Angeles 1, Calif.

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#### WINCHES

Hancock Marine, 1567 No. Main St., Fall River, Mass.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

#### WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

Hackensack Cable Corp., 110 Orchard St., Hackensack, N. J.

John A. Roebbing's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## FOREIGN BAILINGS

**SPAWNING GROUNDS** of the Pacific albacore tuna, one of the mysteries of nature, have been discovered far from land according to Japanese claims. Japanese fishery researchers say that a vessel operating along the equator somewhere west of the Gilbert Islands recently caught a swordfish whose stomach contents included newly spawned albacore.

**A RESEARCH VESSEL** costing nearly \$1,750,000 has been launched at Sorel, Quebec, for the Fisheries Research Board of Canada. She is named *A. T. Cameron* after the late Dr. Cameron of Winnipeg who died in 1947 after 13 years as board chairman.

The *A. T. Cameron* will work Atlantic and Arctic waters, dividing her base between St. John's, Newfoundland and Halifax. The vessel is designed for multiple scientific roles. A crew of 25 and nine scientists and technicians are provided.

She is 117 feet long and has a beam of 32 feet. There are laboratories fitted with the latest equipment for oceanography, hydrography, and survey work, plus a large fish hold. Designed along trawler lines she is reinforced for ice navigation and fitted to cruise six to eight weeks without refueling.

**ROME HEADQUARTERS** of the U. N. Food and Agriculture Organization will be the site of the fifth meeting of the General Fisheries Council for the Mediterranean in October.

The United States and U. S. S. R., and a number of international organizations have been invited to send observers.

Among the subjects to be discussed will be the study of the trawling grounds of the Mediterranean. It is hoped that the GFCM will be able to publish the results of the study, detailing the size and location of the trawling grounds, nature and extent of the catch, and other relevant data.

**A WHALESKIN** test plant is planned in Austria for the utilization of whaleskin for industrial purposes. The project has the approval of several Austrian Government agencies, but lacks financing.

A civil engineer at the skin fibre catgut factory in Villach, Austria claims to have developed a method of utilizing the material, for application in a number of industries throughout the world.

He is primarily interested in improving production methods for the industrial use of whalefat. He indicates that his method increases blubber output 30 to 40 percent.

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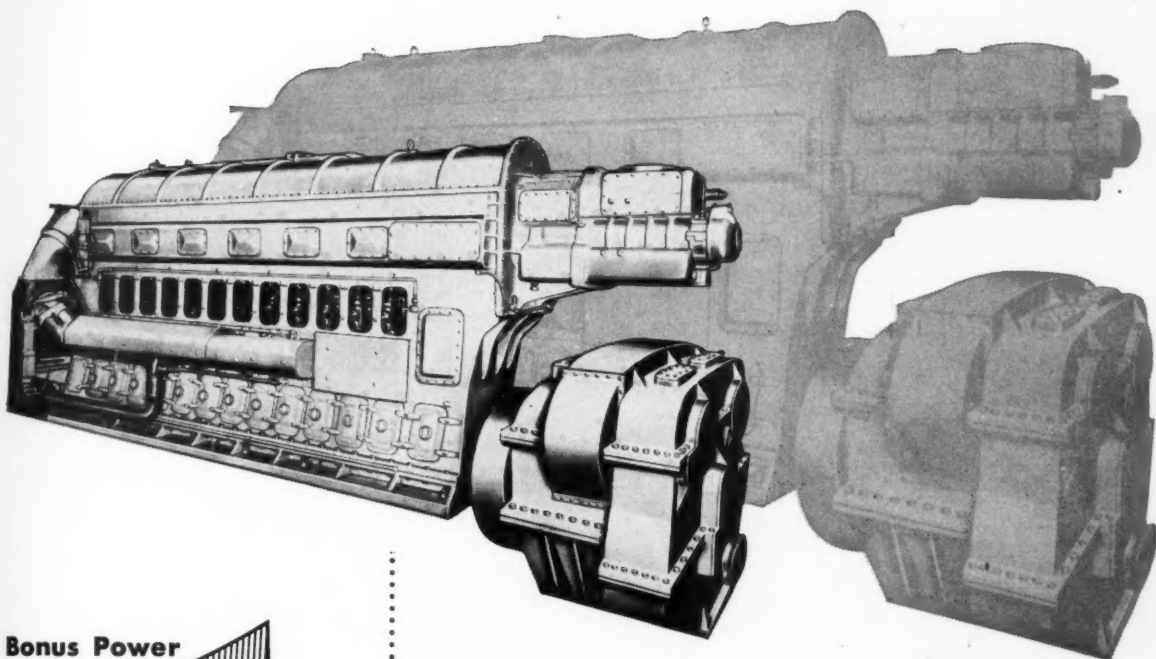
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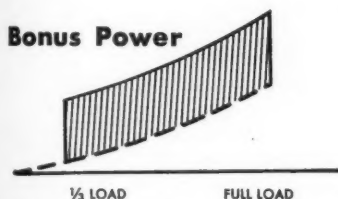
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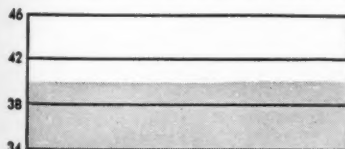


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